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AND

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American Railroad Journal.

New York, Saturday, October 23, 1875.

Forty-first Parallel Railroad of Indiana.

At the annual meeting of this company held on the 29th ult., the following gentlemen were elected directors: J. K. Hornish, Ia.; D. W. Kilbourn, N. Y.; J. B. Hymer, Ind.; J. A. McDorvill, Ill.; J. K. Prentiss, Fort Wayne, Ind.; Geo. W. Reynolds, Toledo, Ohio, and J. W. Williams, of Ind. The following resolution was carried unanimously:

That the Directors of the Forty-first Parallel Railroad Co., of Indiana, be authorized and instructed in their discretion, to consolidate the stock of said company with the Keithsburg and Eastern R. Co. of Ill., the 41st Parallel R. R. Co. of Iowa, the Toledo and Southwestern R. R. Co. of Ohio, and any other railroad companies now organized or to be organized, to construct a narrow gauge road across the States of Ohio, Pennsylvania, New York, or within any of them, so as to secure a through line of road from the Atlantic seaboard and from Lake Erie west to the Missouri River, at or near Council Bluffs.

The Board perfected their organization by the election of J. K. Hornish President, J. B. Hymer Vice President, J. B. Prentiss Treasurer, J. A. McDowell Chief Engineer, and Geo. W. Reynolds Secretary.

Nevada County Narrow Gauge Railroad.

The bodies of one passenger car, and of a smoking and baggage car combined, have arrived, but the narrow gauge trucks, on which they are to run, have not yet been received. The cars came out on the standard gauge trucks, and will be lifted on to their own running gear when the latter arrives. One more passenger car and one more combined smoking and baggage car are yet to arrive. These cars are all built by F. E. Canda & Co., Chicago. The cars have the Miller patent safety platforms, and the Westinghouse patent air brakes.

Turton & Knox have finished their contract for grading, and are now engaged exclusively in the work of track laying, and in "surfacing up" the track as far as it has been laid. They have sent 100 of their hands, heretofore employed in grading over to the Colfax end of the line, and these will be employed at "surfacing up the track."

Track laying from Colfax, this way, is going ahead steadily, and last night the track layers reached Bear river, a distance of about three miles. It is safe to predict that the track will be laid to Grass Valley depot by the 15th of next month, and soon after that time will be ready for business.—*Grass Valley Union*, Oct. 9.

Atlantic and Chicago Railroad.

The managers of the Erie Railway have established a new through line from New York to Chicago, by way of Cleveland, running from New York over the Erie Railway to Salamanca; from Salamanca to Cleveland over the Atlantic and Great Western Railroad; from Cleveland to Shelby Junction over the Cleveland, Columbus, Cincinnati and Indianapolis Railroad, and from Shelby Junction to Chicago over the Chicago division of the Baltimore and Ohio Railroad. The Chicago Tribune, in noticing the recent meeting in that city of the representatives of the Baltimore and Ohio and the other roads above named, gives the following as the result of their negotiations:

It was decided to call the new line the Atlantic and Chicago Railroad. Instead of running three through trains daily, as at first intended, it was thought more advisable to run but two trains a day, and increase to three if required. All the cars will run through, and each company furnishes a certain number of passenger and freight cars, and also locomotives. Each train will be provided with one of Pullman's hotel cars and sleepers, and the time will be the same as by any other route. The trains will for the present leave from the Exposition building, the morning train at 9 o'clock and the evening train at 5:15. As soon as possi-

ble a general manager and other general officers for the through line will be appointed, and it is the intention to make Chicago their headquarters.

Indianapolis, Bloomington and Western Railroad Extension.

A meeting of the bondholders of the Indianapolis, Bloomington and Western Railroad Extension was held at No. 20 Nassau St., on the 15th inst. Mr. Sumner R. Stone presided, and Mr. Frank Shepard acted as Secretary. The committee appointed at the last meeting made the following report:

Your committee regret that they have not been able to obtain a clear knowledge of the affairs of the company in regard to the earnings of the above road, inasmuch as the receipts of the Indianapolis, Bloomington and Western Railroad Company have not been divided and separated between the main line and extension, but all have been kept together. The only information in regard to amount of the separate earnings is taken from Gen. Wright, the Receiver's report from 1st December to 1st July, 1875, being for the period of seven months, viz:

Gross earnings \$82,987 21
Running expenses for above time. 78,916 87

Net earnings \$4,064 34

It is admitted that the rates of freight of all the Western railways for the past year have been entirely too low, and there is no doubt that much larger earnings would have been received if the general depression in railway business had not existed, and the road been in a prosperous condition and not in a receiver's hands. For this reason the above small reported earnings are not considered as any criterion of what they may and probably will be hereafter under proper management. Your committee have endeavored to obtain all the information possible in regard to the general affairs of this property, and have had several interviews with the President and Vice President of the Indianapolis, Bloomington and Western Railway, and also with Mr. Rice, assistant to Receiver, who have manifested a desire to give any information in their power, and have given certain statistics of the earnings of the road, and its disbursements, which are presented with this report. In regard to the issue of the whole amount of bonds of five and a half millions, which was intended by the letter and spirit of the deed of trust to be kept for the purpose of completing the road to Keokuk, your committee can only say that little information can be obtained from the officers of the road beyond the fact that a very large portion of the issue has been used and pledged for the benefit of the main line, and that

the whole of this issue have been sold and hypothecated, and are a lien upon the extension which has been completed to Havana.

Your committee are of the opinion that the whole road, both main line and extension, is so involved in heavy funded and floating debt—the latter being, without question, at least \$3,000,000—that a mutual spirit of conciliation must exist, and compromises of various interests must be made, before a satisfactory result can be obtained; and for that end your committee would recommend to the bondholders to appoint a committee of three of their number to meet and confer with the several other committees already appointed by the other bonded interests for the purpose of trying to arrange an amicable basis of settlement of all difficulties.

JOHN J. CRANE,
JOHN CASTREE,
FRANK SHEPARD.

The report was unanimously accepted, and the gentlemen above named were reappointed as a Committee of Conference with the committees of the other bondholders. The meeting then adjourned.

East Tennessee, Virginia and Georgia R. R.

The earnings of this road for the years ending June 30, 1874 and 1875, were as follows:

| | 1874. | 1875. |
|---|----------------|----------------|
| From passengers..... | \$328,812 24 | \$314,247 71 |
| " freight | 706,408 22 | 670,355 40 |
| " express | 7,508 32 | 13,268 34 |
| " U. S. mail..... | 57,457 60 | 56,371 93 |
| " miscellaneous.... | 10,997 74 | 5,742 27 |
| | \$1,111,184 02 | \$1,059,985 65 |
| Expenses, viz: | | |
| Motive power..... | \$128,169 74 | \$129,357 01 |
| Maintenance of cars.. | 77,410 22 | 65,260 88 |
| Fuel for locomotives... | 70,318 61 | 63,359 74 |
| Transportation | 122,066 94 | 135,605 59 |
| Repairs of sleeping cars | | 5,018 94 |
| Repairs of roadway ... | 244,239 96 | 244,510 73 |
| General expenses..... | 55,203 02 | 74,409 94 |
| | \$697,408 49 | \$717,522 83 |
| Net income..... | \$413,775 53 | \$342,462 82 |
| Applied as follows: | | |
| Interest on bonded debt..... | \$280,814 90 | |
| Dividend of 3 per cent on the capital stock, due April 1, 1875..... | 58,899 75 | |
| Balance to credit of profit and loss account | | 2,748 17 |
| Total, as above..... | | \$342,462 82 |

Compared with the preceding year the gross revenue shows a decrease of \$51,198 37, with an increase in expenses of \$20,114 34, making a decrease in net revenue of \$71,312 71.

Besides the ordinary operating expenses, the following amounts have been expended in replacements, renewals and improvements:

| | |
|---|--------------|
| 62 box and flat cars rebuilt at a cost of | \$22,300 00 |
| 4 passenger cars renewed | 6,800 00 |
| 2 engines with new boilers | 3,941 00 |
| 210 $\frac{3}{4}$ tons of new iron purchased and laid on the track..... | 14,219 57 |
| 1,028 tons of iron re-rolled | 34,932 58 |
| 65,543 cross-ties purchased and put on the track..... | 23,500 00 |
| One iron bridge at Charleston, over the Hiwassee River, 389 $\frac{1}{2}$ feet long, at a cost of | 21,422 50 |
| 13 miles ballasted with crushed stone at a cost of | 19,180 00 |
| | \$145,795 65 |

Two dividends of 3 per cent each have been paid during the fiscal year, the first in October last from the net income of the last half of the preceding year, and the other from excess of income

over interest demands for the first half of the present year. The President in his report says:

The physical condition of the property has been preserved in equally as good, if not in a more efficient state, than it was at the beginning of the year. All improvements and replacements of the usual wear have been charged to expense account and, probably, including these there has been a larger sum expended than was actually necessary to maintain the property in the condition that it was a year ago, but we believe that if we err by charging items to expense account which properly belong to construction or improvement account, that it is better to err in this way than to fall into the habit which, we regret to say, is by far too common, of under-estimating and under-charging the actual expenses of wear and tear, and resort to an overcharge of construction account to make up the deficit.

A careful examination into the history of the road for the past ten years shows that the renewals of cross-ties and iron made during the past year approximate very closely to the annual requirements necessary to replace the wear of the same.

The financial condition is substantially unchanged. There has been no increase in the floating debt (which amounts practically to nothing) the cash and other available assets being more than equal to the small balances your company owes. The bonded debt has been reduced by the payment and cancellation of \$3,000 of endorsed bonds on account of sinking fund.

Referring to the remarks contained in the last annual report of your board of directors, in regard to the legal impediments and obstructions existing to prevent the North Carolina Railroad Company from building the Western North Carolina Railroad to a junction with your Morristown branch at Paint Rock, which the former company was under contract obligations with your company to do; we have to state that the difficulties then existing have been continued and augmented by additional litigation at the hands of the stockholders and construction bondholders of that company to such an extent as to make it highly probable that it would never be permitted to carry out its contract.

Seeing this, the State of North Carolina, which was to have been a beneficiary in the purchase of the Western North Carolina Railroad, as owner of three-fourths of the capital stock in the North Carolina Railroad Company, acting through its legislature, passed a bill having for its object the purchase of the Western North Carolina Railroad, on account and in behalf of the State, at a maximum price of \$850,000. The act provides that in case the creditors of the Western North Carolina Railroad declined to accept the amount, then it was made the duty of the State authorities to appeal from the decree of foreclosure which had been rendered by the Circuit Court of the United States in North Carolina, to the Supreme Court of the United States.

After carefully considering the delay that would have resulted from such a course of action, your board and the other creditors decided to accept the terms offered by the State, and the contract with the North Carolina Railroad Company was canceled, and a sale of all the interests made to the State of North Carolina.

The act referred to created a Commission, consisting of the Governor and Messrs. Armfield and Robertson, the latter two being the respective Speakers of the Senate and House of Representatives of that State.

It authorizes the creation of \$850,000 of 7 per cent bonds running fifteen years, to be issued by said commissioners in the name of the Western North Carolina Railroad Company, and secured by a first mortgage lien on all the property and franchises of said road, (of which there is now completed and equipped 115 miles.) It requires one half of the net proceeds of the road to be placed in the Treasury of the State to meet the interest accruing on the bonds semi-annually, and directs the State Treasurer to supply any deficiency that may arise, out of the common fund, and further makes the coupons of said bonds receivable in payment for all taxes and other dues to the State. The other half of the net proceeds of the road is to be applied toward the extension of the road to Paint Rock. It furthermore appropriates the convict labor of the State to be used in the construction and extension of the line to Paint Rock. This labor is to be guarded, clothed and fed at the State's expense.

Under the contract made with the commissioners acting for the State of North Carolina, they are bound to proceed to construct and complete the road to Paint Rock as rapidly as may be practicable, and to commence operations as soon as a clear title is obtained by the foreclosure sale then pending under the decree. This sale has recently been consummated and the State is now in possession and promises to begin work at once. The bonds and mortgage with the usual foreclosure provisions are being prepared and will be ready probably within thirty days, when your company is to receive in payment for its interests about \$233,000. These bonds should and we believe will be a first-class security, being less than \$3,000 per mile on road now completed, and when the State fulfills its engagement, to extend the road to Paint Rock, will be only \$4,500 per mile on completed road.

It is hoped that all difficulties in the way of the completion of the Western North Carolina Railroad to the Junction at the State line with your Morristown branch, have thus been removed, and that the work will now go forward to completion, and that your company will at last reap the great benefits to be derived from that long sought and most important connection.

It is proper to state, in this connection, that the Spartanburg and Asheville Railroad is being pushed forward toward Asheville, and will likely reach that place by the time the road is completed to Paint Rock, thus giving to your company the very great benefit of direct railroad connection with the railroad systems of the States of North and South Carolina, which will certainly be of very great value, not alone to your company, but to the people of those States and of Tennessee. Your company is obligated under the contract to extend the Morristown road from its present terminus at Wolf Creek, to Paint Rock, a distance of about four miles, by the time the State of North Carolina extends its end to that place, and we sincerely hope, the day may not be far distant when you will be called upon to do so. Under a provision of your charter the property of the company is exempted from taxation for twenty years from the date of the completion of the road; another provision exempted the capital stock of the company from taxation forever. The time of exemption on the western division of the road has nearly expired and will do so on the eastern in about three years. The second provision exempting the capital stock forever from taxation was claimed by many to embrace the corpus of the road, as the capital stock represented all the property of

the company, both real and personal. Whether such a construction would have been sustained or not by the courts, could not be correctly predicted, and at all events such an assumption on the part of the road would have been resisted by the State, and thus brought the company into a conflict with the State, which your board would have regretted. To avoid this and out of regard to a sense of duty, which the board felt, that all property receiving the protection of the law should bear its part in the burdens of taxation necessary to sustain the law, we accepted as an amendment to your company's charter, the eleventh section of the general law of the State which fixes the rate of taxation for ten years at $1\frac{1}{2}$ per cent per annum on the gross earnings, which is to be in lieu of all other taxation, general, municipal, and local, of every kind and nature whatsoever.

It would have given your board much pleasure to have declared the usual semi-annual dividend of October next, but owing to the reduction of the net income we are not justified in doing so. It is believed to be sound financial policy to pursue a conservative course, and divide only what is actually earned over the demands upon the company for interest, renewals, etc., and guided by this rule, the earnings for the year are only sufficient to pay one dividend of 3 per cent, which was paid on the 1st of April last, and hence the board has passed the October dividend.

As to the causes that have operated to diminish the receipts of the company, it may be proper to remark, that the loss by the unprecedented rains of last spring, which broke the road in many places, and suspended the running of trains for eighteen days, in the midst of the spring business was considerable.

Losses, however, from similar causes are not likely to occur again, as such a rainfall never occurred before, and it is hoped will not do so again.

Another cause is to be found in the very low price at which the business of the country is transported, and also in the diminished value of business passing over the road. The continued reduction in the tariff of rates, and in the volume of business, operated to reduce the mileage earnings of trains run as compared with the previous year; on freight trains about 9 per cent, and on passenger about 5 per cent.

Cheap transportation is a most desirable thing, and when kept within reasonable bounds, no class of interests are more favorably affected by it than the railroad interests. It promotes, in a remarkable degree, the prosperity of the country, and thus increases the magnitude of the commerce and business which passes over the roads, and in this way benefits them. But when the tariff of rates becomes so much reduced as to deprive the roads of all sources of net income, great injury is done not alone to the roads but to the public also. It is a great mistake to suppose that so large and important an interest as the railroad interest of the United States can be destroyed without its being severely felt by all other branches of business. Perhaps no other cause has been so severely felt and contributed so much towards the general stagnation in business which has prevailed during the past two years, as has the great distress and depression that has prevailed among railroads. This is but another proof of the fact of the declarations your board has heretofore made, to the effect that the identity of interests subsisting between the welfare of railroads and of all other branches of business is so closely united as to make it inseparable, except at great loss to all.

Our friendly relations with connecting roads continue undisturbed, and we are glad to be able to report the continuation of the unified management subsisting in the case of your company and the Memphis and Charleston company, which has worked so beneficially to both.

The percentage of expenses to earnings in 1876 was 67.7 against 62.75 in 1874.

During the year $12\frac{3}{4}$ miles of new fish-bar iron were laid on the eastern division, and 29,115 cross-ties put in the track; and on the western division, $7\frac{1}{4}$ miles of iron, and 36,428 cross-ties—a total of 20 miles of iron and 65,543 cross-ties. About 1,990 tons of rails were purchased and re-rolled during the year, sufficient to lay 21 miles of track. The payment for the re-rolling of about 750 tons of this iron has been made since the close of the fiscal year ending June 30, 1875. The superintendent recommends the laying down of 20 miles of new iron during the present year, or as soon as it can be done, so as to keep the track in an improved condition.

In addition to the ordinary running repairs of passenger and freight cars, the company have refitted 4 passenger, 1 mail and baggage, 1 half-seat, and 3 postal cars; rebuilt 42 box and 20 flat and coal cars, and built 3 lever and crank, and 6 dump cars.

The equipment now consists of 40 locomotives, 13 first-class, 10 second-class and 10 half-seated passenger coaches; 3 U. S. postal, 4 mail and baggage, 1 pay, 1 wrecking, 321 box, 23 stock, 63 flat, 121 coal, 80 dump and 16 crank and lever cars.

The number of miles run by locomotives or passenger trains was 305,332; on freight trains, 390,216; on material trains, 48,751; switching, 9,545—total, 753,844.

Earnings of passenger trains per mile run, including receipts from mail and express, \$1 25¢ against \$1 32 $\frac{1}{2}$ ¢ in the preceding year. Earnings of freight trains per mile run, including receipts from miscellaneous sources, \$1 73¢, against \$1 90 $\frac{1}{2}$ ¢ in the preceding year. Pounds of freight carried in 1875, 373,650,768; in 1874, 384,646,186.

CONDENSED BALANCE SHEET, June 30, 1875.

| | |
|---------------------------------------|----------------|
| Capital stock..... | \$1,962,025 00 |
| Stock bonds..... | 2,000 00 |
| Guaranteed stock..... | 1,300 00 |
| Stock scrip..... | 2,949 00 |
| | <hr/> |
| | \$1,968,274 00 |
| Endorsed bonds, (E. T. & Ga.)..... | \$92,000 |
| Endorsed bonds, (E. T. & Va.)..... | 147,000 |
| Company bonds, (E. T. & Ga.)..... | 770,400 |
| Income bonds, (E. T. & Va.)..... | 3,500 |
| First mortgage 7 per cent bonds..... | 2,999,000 |
| Second mortgage 4 per cent bonds..... | 190,000 |
| | <hr/> |
| | 4,201,900 00 |
| Bills payable..... | 53,483 57 |
| Pay rolls for month of June, 1875.. | 31,623 00 |
| Profit and loss..... | 3,606 941 96 |
| Due to other companies and agents | 14,723 88 |
| Due to individuals..... | 6,039 18 |
| Due on dividends..... | 9,879 00 |
| Balance of interest due July 1st.... | 33,566 51 |
| | <hr/> |
| | \$9,926,431 10 |

| | |
|---|----------------|
| Cost of road..... | \$9,181,612 44 |
| Telegraph Company stock..... | 750 00 |
| Express Company stock..... | 5,000 00 |
| Bills receivable..... | 251,604 59 |
| Funds in New York and Augusta, to pay interest..... | 22,767 48 |
| Bonds of the State of Tennessee.... | 28,000 00 |
| One Memphis City bond..... | 1,000 00 |
| Suspense account..... | 99,901 75 |
| Cincinnati, Cumberland Gap and Charleston Railroad..... | 217,675 53 |
| Cash on hand..... | 42,848 91 |
| Wood on hand..... | 15,976 15 |
| Coal on hand..... | 560 87 |
| Due from other companies..... | 35,474 31 |
| Due from agents..... | 9,712 04 |
| Due from individuals..... | 13,547 08 |
| | <hr/> |
| | \$9,926,431 10 |

President.—R. T. WILSON.

Vice Pres't, & Sup't.—JOSEPH JACQUES.

Vice President.—CHARLES M. MCGHEE.

Directors.—R. T. Wilson, Joseph Jacques, S. D. Reynolds, Adrian Iselin, Jos. A. Earnest, R. H. Richards, W. T. Walters, Dr. Wm. R. Sevier, Thos. G. Barrett, Wm. C. Kyle, R. C. Jackson, O. M. McGhee, Jos. R. Anderson, John Talbot, M. K. Jesup.

Secretary & Treasurer.—JAMES G. MITCHELL.

Auditor.—O. H. P. ROGAN.

"Saddleback" Elevated Railroad.

On Saturday last the Mayor's private secretary, in the absence of the Mayor, sent to the Park Commission a proposition of General Stone, representing the "saddleback" elevated railroad, with a request that they pass upon the application. The proposition of General Stone, who represents Clarke, Reeves & Co., of Phoenixville, Pa., is to construct, at the expense of the firm he represents, 500 feet of the road on the carriageway in front of the City Hall, from Park row to Broadway. General Stone promises that the firm will erect the road at night, when there will be no interruption to travel, and remove it in the same manner. It is his intention to have the road running for these 500 feet daily, free of charge. Colonel Harrison, Secretary of the Rapid Transit Commission, seems to be in favor of the privilege being granted to Clarke, Reeves & Co., and says there is nothing in the action of the Rapid Transit Commission to prevent the companies empowered to construct roads to build them after this plan.

Erie Southern Railway.

Articles of association of the Erie Southern Railway have been printed and will shortly be circulated in connection with a subscription list. The articles set forth that the company is to construct, maintain and operate a railway from Erie to Cambridge, and the Atlantic and Great Western Railway, twenty six miles distant. The capital stock is to be \$260,000, divided into 5200 shares of \$50 each, though the capital may be increased by a majority vote of the stockholders. The officers of the organization are as follows: President, Thomas H. Carroll; directors, John R. Cochran, William S. Brown, Orange Noble, Joseph Johnston, Jr., Wm. A. Galbraith, John W. Hammond, John Clemens, William Spencer, J. F. Downing, Asa M. Vorse, of McKean township; Isaac R. Taylor, of Washington township, and A. B. Ross, of Cambridge. Five dollars per share are to be paid at the time the subscriptions are made, and not more than five dollars are to be called for in any period of thirty days.

Costa Rica Railway.

A report on the condition and progress of the Costa Rica Railway drawn up by the Director, William Nanne, in May, 1875, and presented to the Minister of Public Works of the Republic, is published in the *Official Gazette*. The report relates to the progress of the railroad, which, since May, 1874, has had devoted to it every effort tending to preserve what had been accomplished, and to carry out the obligations of the enterprise arising out of the contract with Mr. Keith. According to the statistics given, there were at that time, that is to say when it passed into the hands of the Supreme Government, 34½ miles finished over which trains were running, 14½ miles were ready to receive the rails, 24 were being graded, 5 were without any construction going on, and 64 miles were cleared of trees. At present there are on the east side of the line 22½ miles between Limon and Matina open to traffic, and on the west side from Alajuela to Cartago, 27 miles. The 13 miles to the west of Matina, and about 10 miles to the east of Cartago, are leveled and cleared. The existing camps on the line and the plant have naturally suffered from the work being suspended. Towards the Atlantic, on the coast lands, the line, on which a certain amount of traffic is carried on, as well as the bridge of Moín and the swamps, require some repairs, which can be effected without much cost, but which, unless done shortly, will cause a greater expense in the future. In eighteen months there have passed over the road from Alajuela to Cartago 157,757 persons, yielding an income of \$126,610 for passengers and \$10,433 for freights. In spite of the severe rainy seasons of Costa Rica, and the great number of animals which are continually traversing the road, it is satisfactory to know that as yet no accident has occurred, and is also a proof of the prudent management of the trains. Each locomotive in service has passed over monthly, on an average, a distance of 1,500 miles at a cost of about \$500 for keeping up repairs. On the 1st of November, 1873, the time when the Government took charge of the road, there had been received on account of the old contract \$5,916,125. Since that date the Government has advanced \$962,928, amounting in all, with other incomes, to a total of \$1,413,389, all of which have been dedicated to the work according to the statement given in the report. In the month of May last the Costa Rica railroad, for passages, freights, and telegrams, received \$10,916, that for the month of April being \$9,077. In the month of May, 1874, under the old tariff, 8,154 persons used the line, producing \$8,374, while in the same month of 1875 there were 14,555 passengers.

Western Union Telegraph Co.

At the annual meeting of the stockholders of the Western Union Telegraph Company, held in this city on the 13th inst., the following gentlemen were elected directors for the ensuing year: William Orton, James H. Banker, Alonzo B. Cornell, Harrison Durkee, Norvin Green, Joseph Harker, Edwin D. Morgan, Augustus Schell, W. K. Thorn, C. Vanderbilt, Frank Work, Chester W. Chapin, Wilson G. Hunt, David Jones, C. Livingston, James Milliken, John Duff, Levi P. Morton, O. H. Palmer, George M. Pullman, E. S. Sanford, John Steward, Moses Taylor, Daniel Torrance, W. H. Vanderbilt, W. B. Vermilye, E. B. Wesley, D.

O. Mills, E. D. Worcester. The report of the company for the fiscal year ending June 30, 1875, was submitted by the President, and is as follows:

The gross receipts for the year from all sources, except proceeds of bonds, were \$9,564,574 69; the gross expenses were \$6,335,414 77, the difference, \$3,229,159 83, being net profit. Compared with the preceding fiscal year there was an increase in the gross receipts of \$301,920 62, a decrease in the expenses of \$420,319 06, and an increase in the net profit of \$722,239 68. There were in operation at the end of the year 72,833 miles of line, 179,294 miles of wire and 6,565 offices. The number of messages transmitted during the year was 17,153,710, being an increase of 824,454 over the preceding year. The capital stock of the Company is \$41,073,410, of which the company owns and now has in the Treasury \$7,285,935. The difference, \$33,787,475, is the amount of the capital stock outstanding, which has been increased \$1,800 during the year by the issue of eighteen shares in exchange for the stock of companies leased to the Western Union, and which have small amounts of capital outstanding on which interest is paid as rental. The bonded debt of the company, July 1, 1874, was \$5,946,900, of which \$1,498,000 is the seven per cent gold building bonds, and \$4,448,900 seven per cent currency bonds, which mature November 1, 1875.

To provide for the redemption of the bonds falling due in November, 1875, it was decided in January last to issue sterling bonds bearing six per cent interest in gold, to an amount which would produce about \$5,000,000 in currency and arrangements were made for the sale of these bonds at 95, which, it was confidently expected, would result in disposing of the entire loan in Europe. But after purchasing these bonds, amounting to \$1,001,160, the parties with whom the arrangements had been made availed themselves of an option in the agreement to cancel it. Subsequently, it was decided to offer the remainder of the issue in seven per cent currency bonds at 95, and the whole amount was subscribed for within a few days.

The entire issue of new bonds will amount to \$5,001,160, and the product to \$4,751,102 in currency, of which sum \$4,448,900 will be applied, so far as it has not been done already, to the redemption of the bonds, amounting to that sum, which mature November 1, next, and the balance, \$302,202, will go to income account to restore a portion of the disbursements on that account for the new building in excess of the loan. As the bonds maturing on the 1st of November are now in process of redemption and the subscriptions to the new bonds payable at the option of the subscriber at any time before November 1, it is difficult to state the exact present condition of the bonded debt account; but when the pending transactions are completed the whole bonded debt will stand as follows:

| | |
|--|----------------|
| Seven per cent gold (dollars) building bonds, due May 1, 1902..... | \$1,498,000 00 |
| Six per cent sterling bonds, due March 1, 1900..... | 1,001,160 00 |
| Seven per cent currency bonds, due May 1, 1900..... | 4,000,000 00 |
| | \$6,499,160 00 |

| | |
|---|-----------|
| Less amount of sinking fund held by the Union Trust Company, trustee..... | 87,800 00 |
|---|-----------|

| | |
|------------------------|----------------|
| Total funded debt..... | \$6,411,360 00 |
|------------------------|----------------|

| | |
|---------------------------------|----------------|
| The net profit of the year..... | \$3,229,159 83 |
|---------------------------------|----------------|

has been applied as follows:

| | |
|---|----------------|
| For four quarterly dividends of 2 per cent each on capital stock outstanding (exclusive of that payable July 15, 1875)..... | \$2,702,354 00 |
| For interest on bonds..... | 424,334 18 |
| | 3,126,688 18 |

| | |
|--------------------------------------|--------------|
| Leaving a surplus for the year of... | \$102,471 65 |
|--------------------------------------|--------------|

From which an additional appropriation of \$30,000 has been made to the Union Trust Company as trustees for account of the Sinking Fund. The following statements show the profits and disbursements of the company for nine years, from the date of consolidation:

| | |
|--|---------------|
| The surplus of income account July 1, 1866, was..... | \$275,357 24 |
| The net profits for nine years, from July 1, 1866, to June 30, 1875, were..... | 26,063,698 79 |

| | |
|--|-----------------|
| Making an aggregate June 30, 1875, of..... | \$26,344,056 03 |
|--|-----------------|

During which period there was disbursed:

| | |
|---|----------------|
| For dividends to stockholders (including dividend payable July 15, 1875)..... | \$8,235,167 34 |
| For interest on the company's bonds..... | 3,159,831 18 |

| | |
|------------|-----------------|
| Total..... | \$11,394,998 52 |
|------------|-----------------|

| | |
|------------------|-----------------|
| The balance..... | \$14,949,057 51 |
|------------------|-----------------|

is represented as follows:

| | |
|---|-----------------|
| Construction of new lines, erection of additional wires, &c..... | \$5,373,143 45 |
| Purchase of telegraph lines and of the stock of companies controlled by the Western Union Company, on which interest or dividends are paid as rental..... | 1,334,185 85 |
| Western Union stock (72,859 shs.)..... | 4,054,483 07 |
| Gold and Stock Telegraph Company's stock (47,710 shares)..... | 1,173,509 00 |
| International Ocean Telegraph Company's stock (10,384 shares)..... | 961,556 42 |
| Anglo-American Telegraph Company's stock (£1,308)..... | 10,000 00 |
| Central District and Printing Telegraph Company's stock (200 shs)..... | 10,006 00 |
| Western Electric Manufacturing Company's stock (500 shares)..... | 39,000 00 |
| Western Union bonds (redeemed and canceled)..... | 1,072,345 00 |
| Sinking Fund—Broadway and Dey street mortgage bonds (amount not yet used for redemption of bonds)..... | 87,800 00 |
| Real estate (New York city and elsewhere)..... | \$2,541,887 75 |
| Less amount provided from the proceeds of bonds.... | 1,802,202 00 |
| | 742,685 75 |
| Miscellaneous..... | 90,348 94 |
| Total..... | \$14,949,057 51 |

THE INTERNATIONAL OCEAN TELEGRAPH COMPANY.

The capital stock of this company is \$1,500,000, represented by 6,500 shares of preferred stock, entitled to dividends at the rate of 15 per cent per annum, and 8,500 shares of common stock. The Western Union Company own \$499,900 of the preferred stock, and \$248,500 of the common stock. Total, \$978,400. The International Ocean Telegraph Company also has the following liabilities outstanding:

| | |
|--|-----------|
| Bonds of 1878, issued July 1, 1873, 5 years' interest, 7 per cent gold, due semi-annually..... | \$184,000 |
| Bonds of 1879, issued April 1, 1869, interest, 7 per cent gold, payable November 1 and April 1..... | 73,900 |
| No. 1 scrip dividend to common stockholders, issued May 1, 1869, interest, 7 per cent gold per annum, payable April 1 and October 1, redeemable at 30 days' notice. (Notice issued August 27)..... | 56,000 |
| No. 2 scrip dividend to common stockholders, issued April 13, 1870, interest, 7 per cent currency, payable yearly, October 1; redeemable Oct. 1, 1879..... | 68,000 |

The operations of the International Ocean Tele-

graph Company for the year ended June 30, 1875, have been as follows:

| | |
|--|------------------|
| Receipts | \$298,932 83 |
| Ordinary expenses..... | \$81,918 07 |
| Reconstruction of cables 53,150 43 | |
| | <hr/> 135,068 50 |
| Net profit | \$163,864 33 |
| which has been appropriated as follows: | |
| Balance of loan from Western Union | |
| Telegraph Co. repaid..... | \$50,000 00 |
| Interest on debt..... | 27,831 78 |
| Bonds purchased for sinking fund..... | 9,400 00 |
| Construction of new lines..... | 4,642 40 |
| Concession for cable from Cuba and Porto Rico to the Bahama and Bermuda Islands..... | 1,000 00 |
| Expenditures on steamship Prof. Morse..... | 7,019 76 |
| Payments on account of new cable between Key West and Punta Rosa..... | 27,921 84 |
| | <hr/> 127,815 78 |
| Total..... | \$36,048 55 |

The balance, together with the surplus of the previous year, is on hand in the treasury of the Company.

In the last annual report reference was made to the possible necessity of putting down a new cable between Key West and Punta Rosa. That necessity became so pressing that in March last Mr. Orton proceeded to London mainly for the purpose of contracting for the construction and shipment of a cable.

A satisfactory contract for its manufacture was made with the India Rubber Gutta Percha and Telegraph Works Company of Silvertown, according to specifications prepared by Sir Samuel Canning, under whose supervision the work was carried on, and in June last the completed cable was put on board the International Ocean Telegraph Company's steamer Professor Morse, which had been ordered to London for the purpose of receiving it. The steamer sailed direct for Key West, but during her voyage the yellow fever broke out at that and other gulf ports, and, believing it unsafe to permit the vessel to go to Key West at that time, she was met on her arrival at the outer bar by an agent of the company, with instructions to proceed to Port Royal, where she remained until a few days ago.

The Punta Rosa cable which had been interrupted several times during the summer, gave out entirely a few weeks ago, but while this is being written information has been received that the Morse has successfully laid the new cable, which is working perfectly, and that the telegraphic communication with Key West and Havana has been restored. A fault, however, has been discovered in the cable of 1869 between Key West and Havana.

The number of telegraphic money orders received during the year was 34,853. The amount transferred thereby was \$1,963,247 06, and the revenue accruing to the company was \$87,219 40, being an increase over the revenue received during the preceding year of \$6,889 54, or about eight and a half per cent.

From 1867 to 1875 the extent of line has increased from 46,270 to 72,833 miles, and the wires from 85,290 to 179,294 miles, being an increase of 57 per cent of line and 110 per cent of wire. The number of offices and stations has increased from 2,565 to 6,565, equal to 156 per cent. During the same time the number of messages transmitted has increased 192 per cent, the rate of tolls has decreased 51 per cent and the gross receipts has increased 46 per cent. The average cost per message, during the same time, has been reduced from 67 to 37 cents, or about 45 per cent. The increase of 192 per cent in the number of messages transmitted annually, while the mileage of wire has increased but 110 per cent, is explained by the fact that the number of messages transmitted per mile of wire has been increased 41 per cent.

No general change has been made in message rates during the year. In February last, pursuant to previous public announcement, the rates on the lines of the Atlantic and Pacific Telegraph Company between Boston, Albany and Washington and intermediate stations were reduced to a uniform rate of twenty five cents. A corresponding reduction was made by this company, which took effect the same day. These rates were finally abandoned.

The fact that at the end of nine years, during which time the number of messages has increased 192 per cent, and the average cost per message has been reduced forty five per cent, it now costs this company an average of thirty seven cents per message for more than 17,000,000 messages, must be accepted as conclusive proof that a company possessing small facilities compared with ours cannot realize profit from transmitting messages at the rate of twenty five cents each.

During the year covered by this report the United States Direct Cable Company has continued its efforts to establish telegraphic communication by an independent line between Great Britain and the United States, and although these efforts were not successful until after the close of the fiscal year the completion of the new line had been accomplished before the preparation of this report commenced. In May last the Anglo American Telegraph Company, owning three cables between Valencia, Ireland, and Sidney, N. S., via Newfoundland, and one between Falmouth, England, via Brest, France, and the Island of St. Pierre and Duxbury, Mass., reduced the rate for transatlantic messages from four shillings to two shilling sterling per word. When the United States Direct Company's cable was opened for business in September last the rate was fixed by both companies at one shilling (twenty five cents coin) per word.

During the period of about four months, while the two shilling rate was in force, the number of cable messages increased about thirty five per cent over the number transmitted during the corresponding period of the preceding year. The shilling rate had been in operation less than a month when the new cable failed; thereupon the Anglo American Company restored the four shilling rate, in force prior to the reduction which it had made in May last. As the Western Union Company has been severely censured on account of the advance in cable rates, justice seems to require this statement of the facts. This company has no more power to fix the rate for a cable message to Europe than we have to fix the rate for passage by steamer across the Atlantic.

As the assertion has been frequently published that this company does not control the patents for the quadruplex apparatus, it is proper to state here that the process known by that name was developed by Thomas A. Edison, assisted by George B. Prescott, the electrician of the company, while Edison was fulfilling an agreement made with me to perfect improvements upon the Stearn's duplex apparatus, owned by this company; and that, subsequently, a written contract for the sale of the quadruplex patents, to this company was executed by both inventors, and the sum of \$10,000 paid thereon. It is true that in the face of these facts one of the parties deliberately undertook to deprive the company of that which he had sold to it, by giving subsequently a pretended title to another party; but the right of this company to own and control exclusively that which it has purchased in good faith and partly paid for will not, we think, be seriously disputed to the extent of a legal trial. On account of the conflicting claims which have been set up no patents covering the quadruplex apparatus have yet been issued in this country; but it is believed that such issue must take place during the coming season and the control by this company of the quadruplex method be thereby made complete.

The Palo Alto Iron Mills at Pottsville, Pa., idle over a year, have resumed work with over three hundred men at a reduction in wages of twenty five per cent.

Chesapeake and Ohio Railroad.

It has already been announced that Judge Bond, of the United States Circuit Court, sitting in chambers, at Richmond, Va., has appointed Mr. Henry Tyson, of Baltimore, Md., Receiver of the Chesapeake and Ohio Railroad. The following is a copy of the order—the parties being Albert F. Richards et al., the Chesapeake and Ohio Railroad Company, William B. Duncan, P. C. Calhoun and W. K. Kitchen:

Upon the reading and filing of the petition of the complainants herein filed setting forth that judgments have been obtained and are now outstanding, and executions have been issued against the Chesapeake and Ohio Railroad, and that portions of the property have been seized and are about to be sold, and that certain claims of priority to the first mortgage securing complainants' bonds have been instituted and action has been taken and is in danger of being again taken to sell certain portions of the complainants' mortgage estate thereunder, and that the existence of any such claim of prior liens or of any such superior mortgage is not contained in the mortgage for the use of complainants, and in all the papers and proceedings herein, and on motion of Edward L. Andrews, complainants' solicitor—

It is ordered that Henry Tyson, of the city of Baltimore, be appointed receiver of the tolls, income, franchises, and all the property of the Chesapeake and Ohio Railroad Company, with the usual powers. And the said Henry Tyson is directed to enter upon immediate possession of the road, after giving bond for \$50,000 for the faithful performance of his duties.

The defendants in the suit, as well as the officers, clerks, agents, lessees, &c., are ordered to surrender immediate possession of the road, its property, assets, &c., to the said Henry Tyson, his agents, &c., and the said receiver is ordered to hold and maintain the road in operation until further orders of the court. The receiver is ordered to file every two weeks a report of receipts and disbursements of the receivership, and of the condition of the property of the road.

It is further ordered that the proceeds arising from the operation of the road shall be deposited in bank, and shall not be drawn upon except for the purposes of the road.

It is likewise ordered that the receiver shall have power, according to the practice of courts of equity, to apply to the court from time to time for such modifications of this order as may be deemed necessary for the more prompt and efficient operations of the railroad.

Immediately after this order was issued Mr. Tyson filed his bond in the sum of \$50,000 with James E. Tyson, George Small, Jr., and Washington Booth, of Baltimore, as sureties, and was formally and immediately placed in possession of the road. Gen. Wickham telegraphed to division superintendents, giving notice of the legal condition of affairs. Simultaneously an order to the same effect as that given was issued by Judge Bond at Parkersburg, West Va.

President Wright, of the Northern Pacific Railroad, has made the following appointments: Minnesota and Dakota Division—Charles W. Mead, of St. Paul, General Manager; R. W. Newport, of Brainard, Assistant Treasurer; James B. Power, of Brainard, Agent Land Department. Pacific Division—J. W. Sprague, of Kalama, W. T., General Superintendent and Assistant Land Commissioner.

George H. Watrous, Esq., of New Haven, has been elected a director of the New York, New Haven and Hartford Railroad Company to fill the vacancy caused by the death of Ezra C. Reed.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany and Susq*.....100 | 13,280,000 | J. & J. | July '75 34 | Long Island.....50 | 3,000,000 | M. & S. | May '73 10a | Vermont and Mass*.....100 | \$2,880,000 | A. & O. | Oct. '75 2 |
| Allegheny Valley.....50 | 2,263,350 | J. & J. | July '74 4 | Louisv., Cin. and Lex*.....50 | 1,623,483 | J. & J. | July '69 3 | Warren (N. J.).....100 | 1,800,000 | J. & D. | Dec. '74 3 |
| Atlanta and West Point.....100 | 1,232,200 | J. & J. | July '74 4 | pref.100 | 848,700 | J. & J. | Jan. '74 44 | Warwick Valley.....100 | 225,000 | A. & O. | Apr. '72 24 |
| Atlantic and Gulf.....100 | 3,693,200 | J. & J. | July '74 4 | Louisville & Nashville.....100 | 9,980,600 | F. & A. | Feb. '74 4 | Westchester & Phil. pref.100 | 821,300 | J. & J. | July '75 4 |
| guar.100 | 784,476 | M. & N. | Nov. '73 34 | Louisv., N. Alb. & Chi.....100 | 3,000,000 | J. & D. | Dec. '70 3 | West Jersey.....100 | 1,559,750 | F. & A. | Feb. '74 4 |
| Atlantic and St. Law*.....100 | 39,494,900 | M. & S. | Sept. '75 3 | Lowell and Lawrence.....100 | 200,000 | A. & O. | Apr. '75 3 | Winchester & Potomac*100 | 180,000 | J. & J. | July '75 3 |
| new 1870.100 | 1,500,000 | M. & S. | Sept. '75 3 | Lykens Valley.....20 | 600,000 | F.M.A.N. | Aug. '75 24 | Winchester & Strasburg*100 | 500,000 | J. & J. | July '75 34 |
| Avon, Genesee & Mt. M*100 | 225,000 | A. & O. | Jan. '75 5 | Macon and Western.....100 | 2,500,000 | J. & J. | July '73 5 | Worcester and Nashua. 75 | 1,789,800 | J. & J. | July '75 34 |
| Baltimore and Ohio.....100 | 13,151,922 | M. & N. | Nov. '75 5 | Maine Central.....100 | 5,400,500 | J. & J. | July '73 5 | | | | |
| Washington Br. pref.50 | 1,650,000 | A. & O. | Apr. '75 5 | Manchester and Law.....100 | 1,000,000 | M. & N. | May '75 5 | | | | |
| Parkersburg Br. pref.50 | 5,680,686 | J. & J. | Oct. '75 4 | Marquette & Cincinnati.....50 | 1,408,912 | M. & S. | Sep. '66 3a | | | | |
| Berkshire.....100 | 320,500 | J. & D. | Dec. '72 0 | 2d pref.50 | 5,130,719 | M. & S. | Sep. '66 3a | Albany City.....100 | 110,300 | J. & J. | July '75 4 |
| Blossburg & Corning*.....50 | 260,000 | J. & J. | July '75 3 | Massachusetts.....25 | 4,480,368 | M. & S. | Sep. '66 3a | Baltimore City.....25 | 801,000 | J. & J. | July '75 4 |
| Boston and Albany.....100 | 19,854,100 | M. & N. | May '75 5 | Memphis & Charleston* 25 | 5,812,723 | F. & A. | Feb. '75 3 | Bleeker st. & F. Fy. (N.Y.)100 | 900,000 | J. & J. | July '75 4 |
| Bos., Cin. & Fitchburg pref.100 | 633,200 | J. & J. | July '75 3 | Michigan Central.....100 | 18,788,204 | J. & J. | Jan. '73 4a | Boston and Chelsea.....100 | 110,000 | A. & O. | Oct. '75 4 |
| Agricultural Br. guar.100 | 60,000 | J. & D. | June '75 3 | Mill Creek & Minehill*.....50 | 323,375 | J. & J. | Jan. '73 4a | Broadway (Brooklyn).....100 | 200,000 | J. & J. | Jan. '75 5 |
| Bot., Conc. & Mont.* pref.100 | 800,000 | M. & N. | May '75 3 | Milwaukee and St. Paul.....100 | 12,539,261 | J. & J. | July '75 5 | Broadw. & 7th Av. (N.Y.)100 | 2,100,000 | J. & D. | Jan. '75 3 |
| Boston and Lowell.....500 | 3,200,000 | J. & J. | July '75 0 | pref.100 | 12,274,483 | F. & A. | Dec. '70 7a | Brooklyn City & Newt.100 | 1,500,000 | F.M.A.N. | Aug. '75 3 |
| Boston and Maine.....100 | 1,921,274 | M. & N. | May '75 4 | M. Hill & Schuyll. Hav.* 50 | 3,856,450 | J. & J. | Aug. '74 34b | Brooklyn City & Newt.100 | 600,000 | J. & J. | July '70 |
| Boston and Providence.....100 | 4,000,000 | F. & A. | Aug. '74 34 | Nashua and Lowell.....100 | 800,000 | M. & N. | July '75 34 | Brooklyn and Jamaica.....100 | 488,100 | J. & J. | July '71 34 |
| Buffalo, N. Y. and Erie*100 | 960,000 | M. & S. | Sept. '75 5 | Naugatuck.....100 | 1,882,900 | F. & A. | July '75 34 | Bushwick (Brooklyn).....100 | 302,000 | J. & J. | Oct. '75 44 |
| Burlington and Mo. Riv.100 | 5,254,203 | M. & S. | Sept. '75 5 | Nesquehoning Valley.....100 | 1,000,000 | M. & S. | May '75 0 | Cambridge.....100 | 800,500 | A. & O. | Oct. '67 24 |
| pref.100 | 1,485,000 | M. & S. | Sept. '75 5 | Newark and N. York*100 | 977,400 | M. & S. | Sept. '75 5 | Can. Park, N. & E. Riv.100 | 1,068,400 | A. & O. | Oct. '67 24 |
| Camden and Amboy*.....100 | 6,847,800 | quarterly | Oct. '75 24 | N. Bedford.....100 | 1,678,500 | M. & N. | Jan. '75 34 | Citizens' (Phil.).....50 | 500,000 | J. & J. | Jan. '75 9 |
| Camden and Atlantic.....100 | 377,400 | J. & J. | Oct. '75 34 | N. Castle & Beaver Val.* 50 | 1,800,000 | M. & N. | Jan. '75 34 | Citizens' (Phg.).....50 | 200,000 | M. & N. | Nov. '71 7 |
| pref.50 | 883,469 | J. & J. | Jan. '72 34 | N. Haven & Northamp.100 | 1,800,000 | quarterly | Oct. '75 24 | Coney Island & Hook*100 | 500,000 | J. & J. | Jan. '75 9 |
| Cape Cod.....100 | 1,020,330 | J. & D. | Jan. '72 34 | New Jersey.....100 | 7,285,200 | quarterly | Oct. '75 24 | D. Dock, E. B'dw. & Bat.100 | 1,200,000 | F.M.A.N. | Aug. '75 2 |
| Cape May and Millville* 50 | 447,000 | J. & D. | June '75 6 | New London Northern*100 | 1,418,800 | quarterly | Oct. '75 2 | Eighth Avenue (N.Y.).....100 | 1,000,000 | J. & J. | Jan. '75 6 |
| Cataqua & Fogslev.....50 | 426,900 | Novemb. | Nov. '71 6 | N. Y. Cen. & Hudson R.100 | 89,428,330 | quarterly | Oct. '75 2 | Elizabeth and Newark.....100 | 200,000 | M. & N. | May '75 5 |
| Catawissa.....50 | 1,158,600 | M. & N. | May '75 2 | New York and Harlem.....100 | 5,500,000 | J. & J. | July '75 4 | Frankf. & Southw. (Ph.) 50 | 491,750 | J. & J. | Jan. '75 5 |
| pref.50 | 589,110 | F.M.A.N. | July '75 4 | N. Y., N. H. & Hartf.100 | 1,500,000 | J. & J. | July '75 4 | Germantown (Ph.).....100 | 1,000,000 | J. & J. | Jan. '75 3 |
| Cayuga and Susq*.....100 | 689,110 | F. & A. | Aug. '75 34 | N. Y., Provid. & Boston.100 | 1,500,000 | J. & J. | Jan. '75 5 | Girard College (Ph.).....100 | 500,000 | J. & J. | July '71 3 |
| Cedar Rapids & Mo. R.* 100 | 8,850,400 | F. & A. | Aug. '75 34 | N. Y. Bridge & Canand*100 | 2,500,000 | J. & J. | Jan. '75 5 | Grand St. and Newton.....100 | 170,000 | J. & J. | July '71 2 |
| pref.100 | 769,600 | J. & J. | July '75 5 | North Carolina.....100 | 1,000,000 | J. & J. | Jan. '75 5 | Green & Coates St. (Ph.) 50 | 500,000 | J. & J. | July '75 4 |
| Central of Georgia.....100 | 20,000,000 | quarterly | Oct. '75 24 | N. Eastern S. C. pref.100 | 96,000 | Irregular. | Jan. '75 5 | Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | Jan. '75 14 |
| Central of New Jersey.....100 | 2,425,000 | J. & D. | June '75 3 | North Penn Central.....50 | 3,908,500 | F. & A. | May '67 4 | Highland & South Sta. (Ph.) 25 | 105,000 | M. & N. | May '75 4 |
| Central Ohio.....50 | 400,000 | J. & D. | Oct. '75 4 | Northern Central.....50 | 5,842,900 | F. & A. | Aug. '75 3 | Lomb. & South Sta. (Ph.) 25 | 105,000 | A. & O. | Oct. '71 8 |
| pref.100 | 54,275,500 | A. & O. | July '75 4 | Northern New Hampsh.100 | 3,068,400 | F. & A. | July '74 34 | Lynn and Boston.....100 | 200,000 | J. & J. | July '75 4 |
| Chemung.....100 | 380,000 | quarterly | July '75 11 | Northern New Jersey*100 | 1,000,000 | J. & D. | June '75 34 | Malden and Melrose.....100 | 200,000 | J. & J. | July '75 4 |
| Cheshire, pref. pref.100 | 2,100,000 | J. & J. | July '75 11 | Norwich & Worcester*100 | 2,904,400 | J. & J. | July '74 4 | Metropolitan (Boston).....50 | 1,600,000 | J. & J. | July '75 4 |
| Chicago and Alton.....100 | 8,229,400 | M. & S. | Sept. '75 4 | Ogdensb. & L. Champl.*100 | 3,077,000 | J. & J. | July '75 5 | Middlesex (Boston).....100 | 100,000 | M. & N. | May '75 3 |
| pref.100 | 4,425,400 | M. & S. | Sept. '75 4 | pref.100 | 2,000,000 | A. & O. | July '75 3 | Ninth Avenue (N. Y.).....100 | 797,320 | J. & J. | July '75 5 |
| Chicago, Burl. & Quincy.....100 | 19,589,910 | M. & S. | Sept. '75 3 | Ohio and Mississippi.....20 | 20,000,000 | quarterly | Oct. '75 4 | Orange and Newark.....100 | 282,556 | J. & J. | July '75 5 |
| Chicago, Iowa & Nebras*100 | 19,918,200 | J. & J. | July '75 4 | pref.100 | 4,030,000 | J. & D. | Mar. '75 34 | Philadelphia City.....100 | 750,000 | J. & J. | July '75 5 |
| Chicago & N. Western.....100 | 14,984,600 | J. & D. | Dec. '72 34 | Oil Cr. & Allegheny R.50 | 4,259,450 | quarterly | Jan. '74 3 | Philadelphia and Darby 20 | 284,775 | J. & J. | July '75 2 |
| pref.100 | 21,455,655 | J. & J. | July '75 34 | Old Colony & Newport.....100 | 6,698,100 | J. & J. | Jan. '75 34 | Phila. and Grey's Ferry 20 | 200,000 | M. & N. | Nov. '69 8 |
| Chicago, R. I. & Pacific.....100 | 25,000,000 | A. & O. | Oct. '75 4 | Oswego and Syracuse*100 | 482,400 | F. & A. | Aug. '75 4 | Pbg. Alleg. & Manchester 50 | 200,000 | J. & J. | July '75 2 |
| Cin., Ham. & Dayton.....100 | 5,600,000 | A. & O. | Apr. '75 4 | Pacific of Missouri.....100 | 3,635,750 | quarterly | Oct. '75 4 | Second Avenue (N.Y.).....100 | 885,100 | J. & J. | July '75 5 |
| Cin., Sand. and Clev.*.....50 | 2,980,550 | M. & N. | Apr. '72 10a | Panama.....100 | 1,000,000 | quarterly | Oct. '75 3 | Second & Third St. (Ph.) 40 | 925,100 | J. & J. | July '75 5 |
| pref.50 | 429,037 | F. & A. | Feb. '75 34 | Paterson and Hudson.....100 | 832,900 | J. & J. | July '75 4 | 17th & 19th streets (Ph.) 50 | 500,000 | M. & N. | Nov. '74 2 |
| Clev. Col., Cin. & Ind.100 | 14,991,275 | M. & N. | May '74 34 | Paterson and Newark*100 | 230,000 | J. & J. | July '75 34 | Sixth Avenue (N. Y.).....100 | 750,000 | F.M.A.N. | Nov. '74 5 |
| Cleveland & Mahoning*.....50 | 2,057,500 | F. & A. | Feb. '75 34 | Paterson and Ramapo*100 | 243,000 | J. & J. | July '75 34 | Third Avenue (N. Y.).....100 | 1,170,000 | F.M.A.N. | Aug. '75 2 |
| Cleveland & Pittsburg*.....50 | 11,236,150 | F.M.A.N. | Aug. '75 14 | Pembler & Hightstown* 50 | 342,150 | J. & J. | Jan. '75 3 | 13th & 15th street (Ph.) 50 | 600,000 | J. & J. | July '75 2 |
| Col., Chic. & Ind. Cen.* 50 | 13,000,000 | M.J.S.D. | Sept. '75 2 | Pennsylvania.....68,144,475 | 1,200,000 | J. & J. | Aug. '75 2 | 23d street (N. Y.).....100 | 600,000 | M. & N. | May '75 4 |
| Col., Chic. & Xenia*.....50 | 1,788,800 | F. & A. | Aug. '75 4 | Peoria & Bureau Val.*100 | 1,200,000 | F. & A. | Aug. '75 4 | Somerville (Boston).....100 | 98,000 | M. & N. | May '75 3 |
| Colum. & Hocking Val.100 | 5,000,000 | M. & N. | May '75 5 | Philadelphia and Erie*.....50 | 6,004,300 | J. & J. | July '75 4 | South Boston.....100 | 450,000 | quarterly | Oct. '75 24 |
| Concord.....50 | 350,000 | J. & J. | July '75 34 | pref.50 | 2,400,000 | J. & J. | July '74 4 | Union (Boston).....100 | 356,800 | J. & J. | July '75 5 |
| Concord and Ports*.....100 | 2,100,000 | F. & A. | Feb. '75 34 | Phil. Ger. & Norristown* 50 | 1,628,250 | M.J.S.D. | Sept. '75 3 | Union (Phila.).....50 | 400,000 | J. & J. | July '75 8 |
| Connecticut River.....20 | 2,109,000 | J. & J. | July '75 3 | Philadelphia & Reading 50 | 32,684,375 | quarterly | Oct. '75 24 | West Philadelphia.....50 | 400,000 | J. & J. | July '75 10 |
| Cumberland Valley.....50 | 2,292,950 | A. & O. | Oct. '75 4 | pref.50 | 1,551,800 | quarterly | Oct. '75 24 | | | | |
| 1st pref.50 | 241,900 | A. & O. | Oct. '75 4 | Phila. and Trenton*.....100 | 1,259,100 | quarterly | Oct. '75 24 | | | | |
| 2d pref.50 | 243,000 | A. & O. | Oct. '75 4 | Phila. Wil. & Balt.*.....100 | 11,524,250 | J. & J. | July '75 4 | | | | |
| Danbury and Norwalk.....50 | 600,000 | J. & J. | Dec. '74 14 | Pittsb., Ft. W. & Chi*.....100 | 19,714,285 | quarterly | Oct. '75 13 | | | | |
| Delaware.....50 | 1,320,950 | J. & J. | July '75 3 | Special Imp.100 | 2,000,000 | quarterly | Oct. '75 13 | | | | |
| Del., Lackaw. & Westn.50 | 23,500,000 | quarterly | Oct. '75 24 | Pittsfield & N. Adams.....100 | 460,000 | J. & J. | Jan. '75 3 | | | | |
| Detroit & Milwaukee*.....50 | 822,140 | J. & D. | Dec. '69 7 | Port and Keenebec.....100 | 618,700 | J. & J. | Jan. '75 3 | | | | |
| pref.50 | 2,095,000 | J. & D. | Dec. '69 7 | Yarmouth certificates.....100 | 202,400 | A. & O. | Apr. '75 3 | | | | |
| Dubuque & Sioux City*50 | 5,000,000 | J. & J. | July '75 3 | Port, Saco & Portsm.100 | 1,500,000 | J. & J. | July '75 5 | | | | |
| East Pennsylvania*.....50 | 1,309,200 | J. & J. | July '75 3 | Providence & Worcester.100 | 2,000,000 | J. & J. | July '75 6 | | | | |
| East Mahanoy.....50 | 592,950 | J. & J. | July '75 2.0 | Raleigh and Gaston.....100 | 1,500,000 | J. & J. | July '75 6 | | | | |
| Eastern (Mass.).....100 | 4,997,600 | J. & J. | July '75 3 | Rensselaer & Saratoga*100 | 6,000,000 | J. & J. | July '75 4 | | | | |
| Eastern (N. H.).....100 | 1,492,500 | F. & A. | Aug. '74 24 | Roch. & Genesee Val.*110 | 555,200 | J. & J. | July '75 4 | | | | |
| Elmira, Jef. & Canand*100 | 600,000 | M. & N. | May '75 24 | Rome, Watert. and Ogd.100 | 2,998,900 | J. & J. | July '75 3 | | | | |
| Elmira & Williamsport*50 | 500,000 | J. & J. | July '75 34 | Rutland*.....100 | 2,479,700 | J. & J. | July '75 3 | | | | |
| pref.50 | 500,000 | J. & J. | July '75 34 | preferred.....100 | 4,188,700 | F. & A. | Feb. '75 34a | | | | |
| Erie Railway.....100 | 78,000,000 | ..... | Oct. '73 1 | St. Croix and Penobscot.100 | 100,000 | J. & J. | July '71 2 | | | | |
| pref.100 | 5,536,910 | M.J.S.D. | Sept. '73 14 | St. L., Alt. & T. Haute.100 | 2,300,000 | J. & J. | July '71 2 | | | | |
| Erie and Pittsburg*.....100 | 5,090,250 | J. & J. | July '75 4 | St. Louis and Iron Mt.100 | 10,000,000 | F. & A. | Feb. '74 3 | | | | |
| Fitchburg.....100 | 4,000,000 | J. & J. | July '75 4 | St. L., Kan. C. & North.100 | 12,000,000 | ..... | July '74 3 | | | | |
| Georgia.....100 | 4,200,000 | J. & J. | July '75 4 | pref.100 | 12,000,000 | ..... | July '74 3 | | | | |
| Great Western, (Ca.).....100 | 19,287,404 | A. & O. | Apr. '74 14 | Saratoga and Schenec*.....100 | 300,000 | A. & O. | Nov. '72 42 | | | | |
| Hannibal & St. Joseph.....100 | 4,151,700 | F. & A. | Aug. '70 7 | Schuyllkill Valley*.....50 | 578,650 | M. & N. | Apr. '75 34 | | | | |
| pref.100 | 5,078,224 | Annual | Aug. '70 7 | Seaboard and Roanoke.....100 | 1,151,400 | F. & A. | July '75 24 | | | | |
| Hanover Branch, (Pa.).....50 | 116,850 | M. & N. | May '75 5 | Shamokin V. & Pottav.* 50 | 389,450 | F. & A. | Aug. '75 3 | | | | |
| Harlem Extension.....100 | 4,000,000 | J. & J. | Oct. '75 2 | Shore Line*.....100 | 995,800 | J. & J. | Jan. '72 3 | | | | |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Atlantic & Pacific: | | | | | | | | | | | | | |
| 1873..... | 319,648 | 354,941 | 472,838 | 432,217 | 418,546 | 374,769 | 383,965 | 451,528 | 502,087 | 468,671 | 397,485 | 397,729 | 4,948,672 |
| 1874..... | 341,995 | 323,055 | 396,286 | 398,308 | 423,685 | 404,560 | 395,893 | 459,854 | 498,413 | 539,400 | 406,900 | ..... | ..... |
| Central Pacific: | | | | | | | | | | | | | |
| 1873..... | 592,223 | 571,836 | 875,763 | 949,568 | 1,380,923 | 1,138,273 | 1,272,510 | 1,271,628 | 1,254,689 | 1,285,567 | 1,293,957 | 1,037,992 | 12,734,729 |
| 1873..... | 852,860 | 694,015 | 939,778 | 1,129,469 | 1,373,675 | 1,301,202 | 1,214,551 | 1,251,622 | 1,392,125 | 1,375,470 | 1,238,751 | 1,116,366 | 13,872,632 |
| 1874..... | 848,558 | 804,044 | 882,423 | 1,110,623 | 1,311,699 | 1,366,615 | 1,386,940 | 1,322,557 | 1,371,739 | 1,465,515 | 1,314,000 | 1,253,000 | 14,405,479 |
| 1875..... | 890,000 | 902,000 | 1,192,000 | 1,355,000 | 1,797,000 | 1,711,000 | 1,477,000 | 1,532,000 | ..... | ..... | ..... | ..... | ..... |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1870..... | 281,109 | 316,037 | 342,897 | 348,039 | 408,686 | 408,659 | 418,709 | 506,681 | 497,519 | 475,608 | 441,197 | 404,264 | 4,849,405 |
| 1871..... | 353,235 | 342,369 | 384,999 | 388,964 | 461,290 | 466,097 | 533,655 | 534,163 | 507,617 | 473,227 | 455,607 | 377,687 | 5,278,910 |
| 1872..... | 371,708 | 332,902 | 373,217 | 379,879 | 409,254 | 419,196 | 488,352 | 559,882 | 497,261 | 540,756 | 431,315 | 352,604 | 5,156,326 |
| 1873..... | 347,372 | 396,307 | 420,893 | 409,472 | 430,184 | 475,819 | 540,342 | 596,708 | 560,858 | 664,633 | 410,907 | 344,046 | 5,497,541 |
| 1874..... | 344,420 | 339,876 | 362,342 | 384,335 | 397,683 | 496,815 | 464,438 | 480,056 | 524,042 | 550,950 | 416,544 | 364,725 | 5,126,228 |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1870..... | 706,025 | 753,782 | 858,359 | 929,077 | 1,177,897 | 1,139,284 | 1,034,393 | 1,227,513 | 1,259,282 | 1,306,338 | 1,037,964 | 773,494 | 12,203,408 |
| 1871..... | 655,428 | 602,482 | 774,994 | 787,641 | 1,094,101 | 952,899 | 851,846 | 1,099,337 | 1,281,574 | 1,047,318 | 1,006,235 | 852,422 | 11,008,277 |
| 1872..... | 774,856 | 714,122 | 846,394 | 900,376 | 1,074,779 | 1,070,460 | 1,029,958 | 1,196,700 | 1,303,304 | 1,433,948 | 1,067,387 | 859,780 | 12,272,645 |
| 1873..... | 752,468 | 765,249 | 967,258 | 1,034,023 | 1,256,072 | 1,309,579 | 1,249,445 | 1,316,327 | 1,520,638 | 1,516,583 | 1,075,908 | 1,052,915 | 13,816,465 |
| 1874..... | 1,014,514 | 900,765 | 1,024,061 | 1,080,193 | 1,290,596 | 1,163,522 | 1,011,685 | 1,118,370 | 1,254,255 | 1,407,975 | 1,065,726 | 1,030,027 | 13,361,689 |
| 1875..... | 825,469 | 671,784 | 970,064 | 1,024,389 | 1,164,459 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Mil. & St. Paul: | | | | | | | | | | | | | |
| 1870..... | 396,171 | 382,823 | 377,571 | 443,133 | 730,700 | 755,737 | 636,434 | 661,020 | 808,318 | 908,313 | 791,014 | 529,758 | 7,420,431 |
| 1871..... | 396,760 | 327,431 | 400,149 | 483,884 | 662,368 | 658,017 | 481,113 | 506,557 | 815,346 | 841,150 | 644,625 | 473,295 | 6,690,695 |
| 1872..... | 460,986 | 387,565 | 426,223 | 474,188 | 580,432 | 594,769 | 488,348 | 565,729 | 811,961 | 950,945 | 702,838 | 513,787 | 6,957,771 |
| 1873..... | 334,715 | 423,716 | 555,287 | 574,258 | 805,802 | 929,211 | 834,341 | 767,871 | 1,193,210 | 1,012,741 | 771,780 | 843,192 | 9,046,124 |
| 1874..... | 654,426 | 657,497 | 576,271 | 742,051 | 964,930 | 886,709 | 749,215 | 704,373 | 798,859 | 862,153 | 694,250 | 662,283 | 8,953,017 |
| Clev., Col., Cin. & Ind.: | | | | | | | | | | | | | |
| 1869..... | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 259,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,095,965 |
| 1870..... | 203,069 | 226,897 | 244,182 | 246,046 | 260,169 | 274,021 | 249,355 | 319,012 | 317,887 | 339,239 | 319,573 | 284,156 | 3,273,819 |
| 1871..... | 270,204 | 273,751 | 315,149 | 295,460 | 281,491 | 288,775 | 314,850 | 360,759 | 374,671 | 338,723 | 340,625 | 317,773 | 3,765,343 |
| 1872..... | 340,791 | 320,023 | 372,974 | 381,113 | 373,619 | 341,104 | 326,268 | 401,252 | 417,328 | 439,581 | 389,830 | 358,743 | 4,462,625 |
| 1873..... | 363,921 | 413,043 | 448,924 | 413,443 | 436,459 | 411,260 | 393,806 | 465,503 | 466,796 | 423,893 | 327,804 | 322,596 | 4,887,448 |
| 1874..... | 378,408 | 292,730 | 328,537 | 352,993 | 317,881 | 345,188 | 338,572 | 418,721 | 387,376 | 409,237 | 353,564 | 325,399 | 4,248,606 |
| Eric: | | | | | | | | | | | | | |
| 1871..... | 1,055,469 | 971,193 | 1,201,500 | 1,253,955 | 1,443,372 | 1,656,415 | 1,720,078 | 1,864,554 | 1,794,397 | 1,694,651 | 1,483,454 | 1,417,211 | 17,398,327 |
| 1872..... | 1,332,994 | 1,294,076 | 1,460,174 | 1,548,813 | 1,775,324 | 1,463,961 | 1,550,023 | 1,525,243 | 1,643,464 | 1,743,752 | 1,704,374 | 1,392,615 | 18,694,096 |
| 1873..... | 1,326,505 | 1,329,422 | 1,515,382 | 1,541,958 | 1,754,821 | 1,717,593 | 1,784,894 | 1,820,756 | 1,879,764 | 1,825,630 | 1,529,307 | 1,522,585 | 19,548,617 |
| 1874..... | 1,455,210 | 1,286,511 | 1,430,911 | 1,465,550 | 1,687,772 | 1,577,945 | 1,545,380 | 1,546,175 | 1,605,138 | 1,680,196 | 1,447,666 | 1,387,551 | 18,016,005 |
| 1875..... | 1,164,975 | 1,101,631 | 1,074,743 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central: | | | | | | | | | | | | | |
| 1871..... | 624,744 | 529,617 | 563,598 | 620,228 | 713,162 | 718,722 | 707,992 | 836,041 | 890,287 | 753,184 | 755,436 | 688,131 | 8,401,142 |
| 1872..... | 637,430 | 531,627 | 575,393 | 559,871 | 648,956 | 659,363 | 609,846 | 783,255 | 744,782 | 881,693 | 696,475 | 698,063 | 8,026,754 |
| 1873..... | 602,241 | 597,429 | 660,759 | 553,912 | 635,459 | 742,600 | 684,840 | 769,748 | 884,485 | 797,121 | 636,039 | 703,692 | 8,268,325 |
| 1874..... | 523,998 | 517,674 | 561,793 | 586,962 | 672,234 | 692,416 | 627,454 | 711,969 | 758,536 | 838,307 | 668,943 | 680,435 | 7,900,721 |
| 1875..... | 551,534 | 458,158 | 586,188 | 586,716 | 584,764 | 599,928 | 702,784 | 651,302 | ..... | ..... | ..... | ..... | ..... |
| Kansas Pacific: | | | | | | | | | | | | | |
| 1871..... | 133,673 | 152,264 | 267,411 | 303,915 | 306,944 | 266,086 | 282,723 | 332,555 | 365,446 | 387,999 | 303,305 | 210,197 | 3,321,518 |
| 1872..... | 189,606 | 191,738 | 300,783 | 322,875 | 341,843 | 322,559 | 329,838 | 357,302 | 349,468 | 449,418 | 314,513 | 223,240 | 3,693,183 |
| 1873..... | 150,567 | 194,786 | 300,719 | 352,300 | 332,764 | 312,614 | 323,231 | 328,189 | 333,785 | 392,510 | 265,217 | 201,492 | 3,498,160 |
| 1874..... | 170,349 | 178,429 | 245,774 | 292,143 | 316,647 | 316,379 | 293,247 | ..... | ..... | ..... | ..... | ..... | ..... |
| Lake Shore & Mich. South'n: | | | | | | | | | | | | | |
| 1870..... | 899,289 | 1,003,887 | 1,168,963 | 1,177,878 | 1,099,494 | 1,042,301 | 908,397 | 1,182,303 | 1,242,956 | 1,294,124 | 1,262,917 | 1,226,727 | 13,509,236 |
| 1871..... | 1,090,039 | 1,082,656 | 1,320,092 | 1,225,281 | 1,201,783 | 1,148,481 | 1,140,388 | 1,304,253 | 1,377,653 | 1,410,867 | 1,353,362 | 1,243,594 | 14,898,449 |
| 1872..... | 1,349,275 | 1,302,139 | 1,504,478 | 1,489,333 | 1,332,727 | 1,235,145 | 1,472,074 | 1,643,640 | 1,774,821 | 1,567,875 | 1,492,335 | 1,492,335 | 17,699,935 |
| 1873..... | 1,445,220 | 1,600,933 | 1,774,128 | 1,709,880 | 1,663,040 | 1,604,448 | 1,446,956 | 1,566,914 | 1,791,376 | 1,785,186 | 1,433,735 | 1,572,693 | 19,414,509 |
| 1874..... | 1,569,750 | 1,363,355 | 1,491,280 | 1,518,122 | 1,373,678 | 1,335,319 | 1,225,831 | 1,414,819 | 1,532,602 | 1,589,497 | 1,335,892 | 1,365,986 | 17,146,131 |
| Marietta & Cincinnati: | | | | | | | | | | | | | |
| 1872..... | 155,982 | 143,995 | 150,946 | 146,816 | 160,819 | 158,425 | 153,364 | 165,800 | 185,838 | 207,876 | 213,299 | 176,656 | 2,029,164 |
| 1873..... | 169,843 | 161,132 | 178,009 | 187,439 | 193,148 | 194,787 | 176,205 | 172,498 | 207,529 | 184,191 | 151,793 | 150,301 | 2,126,875 |
| Michigan Central: | | | | | | | | | | | | | |
| 1871..... | 418,755 | 442,665 | 486,980 | 470,703 | 480,847 | 427,096 | 422,015 | 529,890 | 628,660 | 582,082 | 587,434 | 507,050 | 5,940,102 |
| 1872..... | 411,113 | 384,058 | 449,453 | 485,550 | 487,282 | 398,300 | 402,084 | 460,101 | 536,603 | 641,807 | 487,603 | 464,163 | 5,608,117 |
| 1873..... | 379,836 | 440,261 | 567,314 | 556,180 | 542,058 | 480,028 | 457,853 | 452,330 | 617,291 | 537,031 | 506,804 | 552,548 | 6,089,534 |
| 1874..... | 555,709 | 438,037 | 487,871 | 551,932 | 559,284 | 468,908 | 413,302 | 484,792 | 552,484 | 609,888 | 525,480 | 481,568 | 6,129,555 |
| 1875..... | 423,475 | 372,988 | 513,564 | 480,280 | 455,209 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Mo., Kan. & Texas: | | | | | | | | | | | | | |
| 1873..... | 200,639 | 224,393 | 256,719 | 258,871 | 250,935 | 249,343 | 301,318 | 336,823 | 399,939 | 370,710 | 309,028 | 285,603 | 3,444,321 |
| 1874..... | 266,333 | 230,371 | 262,801 | 214,011 | 224,589 | 237,425 | 245,595 | 288,999 | 313,500 | ..... | ..... | ..... | ..... |
| Ohio and Mississippi: | | | | | | | | | | | | | |
| 1872..... | 272,472 | 239,733 | 290,710 | 276,290 | 280,523 | 263,290 | 232,286 | 304,083 | 356,194 | 408,254 | 319,024 | 283,836 | 3,526,695 |
| 1873..... | 283,605 | 291,630 | 338,725 | 338,709 | 307,520 | 290,470 | 271,314 | 300,895 | 379,105 | 322,532 | 265,242 | 264,920 | 3,654,667 |
| 1874..... | 268,293 | 243,077 | 304,527 | 298,665 | 268,807 | 292,546 | 282,640 | 323,963 | 364,374 | 381,021 | 309,597 | 296,013 | ..... |
| 1875..... | 249,250 | 243,624 | 310,903 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia and Reading: | | | | | | | | | | | | | |
| 1871..... | 506,367 | 423,045 | 644,506 | 688,578 | 1,063,002 | 1,510,088 | 1,213,303 | 1,359,633 | 1,418,141 | 1,413,643 | 1,423,278 | 837,080 | 12,500,664 |
| 1872..... | 657,318 | 645,090 | 823,683 | 1,044,251 | 1,116,387 | 1,167,002 | 1,071,407 | 1,142,241 | 1,190,695 | 1,322,847 | 1,127,030 | 891,791 | 12,199,748 |
| 1873..... | 742,041 | 745,100 | 1,258,470 | 1,379,009 | 1,308,450 | 1,382,096 | 1,321,543 | 1,446,247 | 1,547,475 | 1,486,091 | 1,324,348 | 1,049,136 | 14,990,006 |
| 1874..... | 683,128 | 737,381 | 1,190,328 | 1,321,509 | 1,433,450 | 1,373,229 | 895,453 | 1,066,632 | | | | | |

NATIONAL AND STATE SECURITIES.

| | Amounts outstand- ing. | Rate. | Payable. | WHEN PAY- ABLE. | Market Price. | | Amounts outstand- ing. | Rate. | Payable. | PAY- ABLE. | Market Price. |
|--|------------------------------|-------|---------------|-----------------------|------------------|---|------------------------------|-------|---------------|---------------|------------------|
| National Securities, Oct. 1, 1875. | | | | | | Massachusetts—(\$29,465,204): | | | | | |
| Loan of June 14, 1858.....registered | \$260,000 | 5 | Jan. & July. | 1874 | .... | .. Lunatic Hospital Loan, 1874..... | 650,000 | 5 | Jan. & July. | 1894 | .... |
| Loan of February 8, 1861.....registered | 13,794,000 | 6 | Jan. & July. | 1880 | 121 1/2 | .. Harbor Land Improvement bonds, 1874 | 400,000 | 5 | " | 1894 | 111 |
| .. coupon | 4,621,000 | 6 | " | 1880 | 122 1/2 | .. Back Bay Land bonds, 1861 and 1862... | 220,000 | 5 | May & Nov. | 1880 | 111 |
| Oregon War Bonds of March 2, 1861.....coupon | 945,000 | 6 | Jan. & July. | 1881 | .... | .. Union Defense Loan, 1861..... | 1,850,000 | 6 | Jan. & July. | '77-'76 | .... |
| Loan of July 17, and Aug. 5, 1861.....registered | 125,896,050 | 6 | Jan. & July. | 1881 | 121 1/2 | .. Union Defense Loan, 1862..... | 600,000 | 5 | " | '77-'78 | .... |
| .. coupon | 63,425,300 | 6 | " | 1881 | 122 1/2 | .. Coast Defense Loan, 1863..... | 888,000 | 5 | " | 1883 | 109 |
| Loan of Feb. 25, 1862 (5-20s).....registered | 66,850 | 6 | May & Nov. | 1882 | 115 | .. Bounty Fund Loan, 1863 and 1864..... | 8,380,244 | 5 | " | 1894 | .... |
| .. coupon | 24,830,550 | 6 | " | 1882 | 119 | .. War Fund Loan, 1869..... | 999,944 | 5 | " | 1899 | .... |
| Loan of March 3, 1863.....registered | 53,682,800 | 6 | Jan. & July. | 1881 | 121 1/2 | .. Troy & Greenfield R.R. & Tunnel Loan. | 10,971,992 | 5 | Various. | '88-'94 | 109 |
| .. coupon | 21,317,200 | 6 | " | 1881 | 122 1/2 | .. B. H. & Erie R. R. Loan..... | 3,599,020 | 5 | Jan. & July. | 1900 | .... |
| Loan of March 3, 1864 (5-20s).....registered | 946,600 | 6 | May & Nov. | 1884 | 114 1/2 | Michigan—(\$1,664,000): | | | | | |
| .. coupon | 26,327,400 | 6 | " | 1884 | 114 1/2 | .. Renewal Loan bonds, 1858..... | 105,000 | 6 | " | 1878 | 103 |
| Loan of June 30, 1864 (5-20s).....registered | 32,502,350 | 6 | " | 1884 | 119 | .. Two Million Loan bonds, 1863..... | 1,032,000 | 6 | " | '78-'83 | 105 |
| .. coupon | 33,844,950 | 6 | May & Nov. | 1885 | 115 1/2 | .. War Bounty Loan bonds, 1865..... | 366,000 | 7 | May & Nov. | 1890 | 108 |
| .. 2d series (5-20s).....registered | 118,639,400 | 6 | Jan. & July. | 1885 | 119 1/2 | Minnesota—(\$2,755,000): | | | | | |
| .. 3d series (5-20s).....registered | 88,913,050 | 6 | Jan. & July. | 1887 | 120 1/2 | .. State Buildings Loan, 1867 to 1869..... | 250,000 | 7 | Jan. & July. | '77-'79 | .... |
| .. 4th series (5-20s).....registered | 221,709,700 | 6 | Jan. & July. | 1887 | 120 1/2 | .. State Buildings Loan, 1873, coupon | 250,000 | 7 | " | '83-'03 | .... |
| .. coupon | 14,555,000 | 6 | Jan. & July. | 1888 | 120 1/2 | .. Railroad Aid bonds, 1858, (repudiated). | 2,275,000 | 7 | " | 1887 | .... |
| Loan of March 3, 1864, (10-40s).....registered | 141,619,950 | 5 | Mar. & Sept. | 1904 | 115 1/2 | Missouri—(\$17,539,000): | | | | | |
| .. coupon | 52,946,350 | 5 | " | 1904 | 117 | .. State Debt Proper, 1865 and 1868..... | 439,000 | 6 | " | '81-'91 | 102 |
| Consols of July 14, '70 & Jan. 20, '71, registered | 209,871,900 | 5 | F. M. A. & N. | 1881 | 115 1/2 | .. Consolidation bonds, 1868..... | 2,727,000 | 6 | " | 1888 | .... |
| .. coupon | 228,084,550 | 5 | " | 1881 | 117 1/2 | .. Funding Bonds, 1874..... | 1,100,000 | 6 | " | '94-'95 | 101 1/2 |
| Debt matured and without interest.....(var.) | 26,913,950 | 3 | ..... | Due. | .... | .. Railroad Aid bonds, 1853-'66..... | 15,888,000 | 6 | " | '79-'87 | 101 1/2 |
| Navy Pension Fund of July 23, 1868.....(cur.) | 14,000,000 | 4 | ..... | Irred. | .... | .. State Institution bonds, 1872 to 1874..... | 505,000 | 6 | " | '92-'94 | 101 1/2 |
| Certificates of Indebtedness 1870.....(cur.) | 64,623,512 | 6 | Jan. & July. | '98-'99 | 123 1/2 | Nevada—(\$160,000): | | | | | |
| Pacific R. R. Bonds (registered).....(currency) | 374,010,956 | 6 | Jan. & July. | '98-'99 | 123 1/2 | .. Bonds funding floating debt, 1871..... | 160,000 | 10 | Mar. & Sept. | 1881 | .... |
| United States Notes..... | 40,783,576 | 5 | " | ..... | .... | New Hampshire—(\$3,724,100): | | | | | |
| Fractional Currency..... | 40,783,576 | 5 | " | ..... | .... | .. War Loan Bonds, of 1861..... | 418,000 | 6 | Jan. & July. | '75-'78 | 104 1/2 |
| State Securities, latest dates. | | | | | | .. War Loan Bonds, of 1864..... | 600,000 | 6 | Mar. & Sept. | '84-'89 | .... |
| Alabama—(\$21,670,810): | | | | | | .. State bonds, 1873..... | 500,000 | 6 | Jan. & July. | '79-'80 | .... |
| .. Bonds (old), extended..... | 2,582,800 | 5 | May & Nov. | '86-'92 | 33 | .. Equalization (Municipal) bonds, 1872..... | 2,206,100 | 8 | " | '92-'05 | 104 1/2 |
| .. Bonds (new), 1866, '68, '72 and '73..... | 2,212,700 | 8 | Jan. & July. | '86-'93 | 30 | New Jersey—(\$2,496,300): | | | | | |
| .. Bonds (new), 1874..... | 341,000 | 7 | " | 1894 | .... | .. War Loan (tax free) bonds, 1861..... | 1,000,900 | 6 | " | '76-'84 | .... |
| .. R. R. Loans (\$2,300,000) & endorsements. | 15,081,000 | 8 | " | '90-'91 | .... | .. War Loan (tax free) bonds, 1863..... | 900,900 | 6 | " | '86-'96 | .... |
| Arkansas—(\$12,733,086): | | | | | | .. War Loan bonds, 1864..... | 593,400 | 6 | " | '97-'02 | .... |
| .. Bonds (Funding), 1869 and 1870..... | 3,050,000 | 6 | Jan. & July. | 1839 | 30 | New York—(\$29,776,787): | | | | | |
| .. Levee bonds (warrants), 1871..... | 1,460,000 | 7 | " | 1900 | .... | .. Bounty Loan bonds, coupon..... | 1,057,000 | 7 | " | 1877 | 107 |
| .. Deficiency Bonds, 1872..... | 300,000 | 7 | " | 1882 | .... | .. Bounty Loan bonds, registered..... | 14,856,000 | 7 | " | 1877 | 107 |
| .. Bonds (for \$2,500,000), 1875..... | 6,800,000 | 7 | " | 1895 | .... | .. State (Deficiency) Stock, '88, part at will | 1,809,607 | 5 | J. A. J. & O. | 1875 | 114 |
| .. Railroad Aid bonds, 1869 and 1870..... | 6,800,000 | 7 | April & Oct. | 1900 | 13 | .. State (Deficiency) Stock, 1838 | 889,781 | 6 | " | 1878 | 114 |
| California—(\$3,896,500): | | | | | | .. Canal Stock (old)..... | 473,000 | 6 | June & Dec. | 1875 | 114 |
| .. Civil (S. F.) bonds, 1857 and 1860..... | 258,000 | 7 | Jan. & July. | '77-'80 | 115 | .. Canal Stock (old)..... | 880,003 | 6 | " | 1877 | 114 |
| .. Relief Fund bonds, 1863..... | 95,500 | 7 | " | 1883 | .... | .. Canal Stock, 1872..... | 1,562,300 | 6 | Jan. & July. | 1887 | 115 |
| .. State Capitol bonds, 1870 to 1872..... | 500,000 | 7 | " | 1885 | .... | .. Canal Stock, 1873..... | 847,500 | 6 | " | 1883 | 115 |
| .. Funding bonds, 1873..... | 2,801,000 | 6 | " | 1893 | .... | .. Canal Stock, 1873..... | 4,302,600 | 6 | " | 1891 | 120 |
| Connecticut—(\$5,014,000): | | | | | | .. Canal Stock, 1874..... | 2,000,000 | 6 | April & Oct. | 1892 | .... |
| .. War Loan bonds (10-20 yrs), 1861..... | 508,900 | 6 | Jan. & July. | 1881 | 108 | North Carolina—(\$28,419,045): | | | | | |
| .. War Loan bonds (20 yrs), 1863 and '64..... | 2,195,500 | 6 | " | '83-'84 | .... | .. Railroad and Improvement (old) bonds. | 4,738,800 | 6 | Jan. & July. | '75-'98 | 17 |
| .. War Loan bonds (10-30 yrs), 1864..... | 568,500 | 6 | April & Oct. | 1894 | .... | .. Railroad and Improvement (old) bonds. | 3,639,400 | 6 | April & Oct. | '75-'98 | 18 |
| .. War Loan bonds (20 yrs), tax free, 1865. | 1,741,100 | 6 | " | 1885 | .... | .. Railroad and Improvement (new) bonds | 2,383,000 | 6 | Jan. & July. | '75-'98 | 9 |
| Delaware—(\$1,231,000): | | | | | | .. Railroad and Improvement (new) bonds | 1,095,000 | 6 | April & Oct. | '75-'8 | 9 |
| .. State bonds to railroads, etc..... | 1,231,000 | 6 | Jan. & July. | 1885 | .... | .. Funding (new) bonds, 1868..... | 2,417,400 | 6 | Jan. & July. | 1900 | 9 |
| District of Columbia—(\$12,790,000): | | | | | | .. Funding (new) bonds, 1868..... | 1,711,400 | 6 | April & Oct. | 1898 | 9 |
| .. Improvement (gold) bonds, 1872..... | 4,000,000 | 6 | Jan. & July. | 1892 | .... | .. Special Tax bonds..... | 11,407,000 | 6 | " | '98-'99 | 34 |
| .. Improvement (cur.) bonds, 1873..... | 790,000 | 7 | " | 1893 | .... | Ohio—(\$7,988,205): | | | | | |
| .. Funding bonds, 1874, (guar. by U. S.)... | 8,000,000 | 3 1/2 | Feb. & Aug. | 1924 | 67 | .. Loan (sinking fund), 1850..... | 1,493,200 | 6 | Jan. & July. | 1875 | 102 |
| Florida—(\$6,431,767): | | | | | | .. Loan (sinking fund), 1860..... | 4,072,640 | 6 | " | 1881 | 104 |
| .. State bonds, 1871..... | 350,000 | 7 | Jan. & July. | 1891 | .... | .. Loan (sinking fund), 1856..... | 2,400,000 | 6 | " | 1886 | 107 |
| .. Consolidated (gold) bonds of 1873..... | 509,200 | 8 | " | 1903 | .... | Oregon—(\$246,027): | | | | | |
| .. Loan (J.P. & Mob. R.R.) gold bonds, 1870 | 4,000,000 | 8 | " | 1890 | .... | .. Bounty and Relief bonds..... | 4,027 | 7 | " | '75-'84 | .... |
| Georgia—(\$19,823,900): | | | | | | .. Willamette Canal and Lock bonds, 1870 | 200,000 | 7 | " | 1890 | .... |
| .. Bonds to Atlantic and Gulf R. R..... | 1,000,000 | 6 | Feb. & Aug. | '78-'86 | 92 | Pennsylvania—(\$24,668,635): | | | | | |
| .. Bonds, act March 12, 1866..... | 3,600,000 | 7 | Jan. & July. | 1886 | .... | .. Inclined Plane Loan, of 1849..... | 400,000 | 6 | April & Oct. | 1879 | .... |
| .. Bonds (gold), act Sept. 1870..... | 2,098,000 | 7 | J. A. J. & O. | 1890 | 99 1/2 | .. Loan of April 1852, reg. and coup..... | 483,000 | 5 | Jan. & July. | 1882 | 102 |
| .. Bonds (gold), act Oct. 1870..... | 1,880,000 | 7 | April & Oct. | 1890 | 99 1/2 | .. Loans, May '52 & Apr. '52, reg. & coup. | 3,540,500 | 5 | Feb. & Aug. | '77-'78 | 102 |
| .. Bonds (funding), 1873..... | 1,200,000 | 8 | " | '75-'86 | .... | .. Stock Loan of Feb. 2, 1867, 2d series..... | 7,890,550 | 6 | " | 1877 | 105 1/2 |
| .. Bonds to Brunswick & Albany R.R., '70 | 1,500,000 | 7 | June & Dec. | 1890 | .... | .. Stock Loan of Feb. 2, 1867, 3d series..... | 9,271,850 | 6 | " | 1882 | 112 |
| .. Railroad aid bonds (endorsed), 1870 & '71 | 7,646,900 | var | Various. | '90-'91 | 98 1/2 | .. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser. | 434,850 | 5 | " | '72-'82 | .... |
| Illinois—(\$1,689,045): | | | | | | .. Agricultural College Land Scrip, 1872.. | 500,000 | 6 | April & Oct. | 1876 | .... |
| .. Interest bonds, 1847..... | 940,445 | 6 | Jan. & July. | 1878 | .... | Rhode Island—(\$2,638,000): | | | | | |
| .. Refunded Stock bonds, 1859..... | 320,000 | 6 | " | var. | 102 1/2 | .. War Loan bonds of 1862..... | 1,019,000 | 6 | Mar. & Sept. | 1882 | 107 |
| .. Chicago Relief bonds, 1871..... | 250,000 | 6 | May & Nov. | 1881 | .... | .. War Loan bonds of 1863 and 1864..... | 1,619,000 | 6 | Various. | '93-'94 | .... |
| Indiana—(\$910,000): | | | | | | South Carolina—(\$14,537,295): | | | | | |
| .. Temporary Loan bonds, 1873..... | 910,000 | 7 | April & Oct. | 1876 | .... | .. State House Stock, 1856 to 1861..... | 944,918 | 6 | Jan. & July. | '77-'80 | 30 |
| Iowa—(\$543,000): | | | | | | .. State House bonds, 1853 and 1854.....cur. | 287,000 | 6 | " | '71-'80 | .... |
| .. War and Defense bonds, 1861..... | 300,000 | 7 | Jan. & July. | 1881 | .... | .. Blue Ridge R. R. bonds, 1854..... | 867,000 | 6 | " | '75-'79 | .... |
| Kansas—(\$1,336,175): | | | | | | .. Funding Stock and bonds, 1866..... | 884,113 | 6 | " | '87-'97 | 23 |
| .. Funding &c. bonds 1863 to 1864..... | 101,175 | 6 | Jan. & July. | '83-'84 | .... | .. Funding and Conversion bonds, 1868-'69 | 3,764,850 | 6 | J. A. J. & O. | '82-'89 | 27 |
| .. Bonds (various) 1866 to 1869..... | 889,000 | 7 | " | '76-'79 | .... | .. Land Commission bonds, 1869 and 1870. | 261,000 | 6 | Jan. & July. | 1889 | 28 1/2 |
| .. Military loan bonds, 1864 to 1869..... | 346,000 | 7 | " | '84-'89 | .... | .. Fire Loan Stock of 1838..... | 292,641 | 6 | J. A. J. & O. | 1868 | 29 1/2 |
| Louisiana—(\$21,099,100): | | | | | | .. Relief (Treasury) bonds, 1860..... | 616,000 | 7 | Jan. & July. | 1888 | 29 1/2 |
| .. Treasury Relief bonds, 1853..... | 735,000 | 6 | Jan. & July. | 1893 | 36 | .. Consolidated bonds, 187 | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|----------------|------|--------|---|------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | \$ | | | | | | Blue Ridge, (S. Car.): | \$ | | | | | |
| 1st Mortgage..... | 940,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mort., guar. by State (gold) .. | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... |
| Alabama and Chattanooga: | | | | | | | Boston and Albany: | | | | | | |
| 1st Mortgage, guar. by Ala..... | 5,200,000 | 8* | Jan. & July. | New York. | 1889 | .... | Currency bonds of Feb. 1, 1872. | 4,790,000 | 7 | Feb. and Aug. | Boston. | '91-'92 | 111½ |
| 2d Mortgage..... | 2,673,000 | 8 | " | " | 1889 | .... | Boston, Clinton and Fitchburg: | | | | | | |
| Receiver's Bonds..... | 1,200,000 | 7 | " | " | .... | .... | 1st Mortgage (Agricultural Br.)... | 400,000 | 6 | Jan. & July. | Boston. | 1884 | 86 |
| Alabama and Georgia: | | | | | | | 1st Mortgage (Equalization).... | 248,000 | 7 | " | " | 1889 | 92½ |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Consolidation)... | 252,000 | 7 | " | " | 1890 | 92½ |
| Alabama Central: | | | | | | | Equipment Mortgage..... | 350,000 | 8 | Apr. and Oct. | " | 1881 | 94 |
| 1st Mortgage..... | 1,600,000 | 8 | Jan. & July. | New York. | 1901 | .... | Boston, Concord and Montreal: | | | | | | |
| Albany and Susquehanna: | | | | | | | Sinking Fund Mortgage..... | 543,000 | 6 | Jan. and July. | Boston. | 1889 | 87½ |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | 111½ | Consol. Mortgage for \$2,000,000. | 965,000 | 7 | Apr. and Oct. | Boston. | 1893 | 103 |
| 2d Mortgage..... | 2,000,000 | 7 | Apr. & Oct. | " | 1885 | 108 | 344,500 | 6 | " | " | 1893 | .... |  |
| 3d Mortgage..... | 434,000 | 7 | May & Nov. | " | 1881 | 100 | Boston, Hartford and Erie: | | | | | | |
| Albany Loan | 933,000 | 6 | " | " | 1895 | .... | 1st Mortgage (old)..... | 273,000 | 7 | Mar. and Sept. | Boston. | 1884 | .... |
| Alexandria and Fredericksburg: | | | | | | | 1st Mortgage (Berdelly)..... | 15,000,000 | 7 | Jan. and July. | New York. | 1900 | 20 |
| 1st Mortgage..... | 1,000,000 | 7 | June & Dec. | Philadelphia. | 1892 | .... | 1st Mortgage, guar. by Erie..... | 5,000,000 | 7 | " | " | 1900 | 22 |
| Allegheny Valley: | | | | | | | Mass. L. (sec'd by \$4,000,000 Ber.) | 3,600,000 | 7* | " | Boston. | 1899 | .... |
| General Mortgage..... | 3,967,000 | 7½ | Jan. & July. | New York. | 1896 | 92½ | Boston and Lowell: | | | | | | |
| Special Mortgage to Penn..... | 3,500,000 | 5 | January. | Harrisburg. | .... | .... | Bonds (Wharf Purchase)..... | 200,000 | 6 | Apr. and Oct. | Boston. | 1879 | .... |
| 1st M., E. Ext., guar. by Pa. R.R. | 6,000,000 | 7 | Apr. & Oct. | Phil. or Lond. | 1900 | 86½ | Bonds of 1872 for \$1,000,000.... | 999,300 | 7 | " | " | 1892 | 101½ |
| Funding Income Bonds (guar.) | 5,000,000 | 7* | " | " | 1894 | 51 | Boston and Maine: | | | | | | |
| American Central: | | | | | | | Bonds of 1893 (coup. and reg.).. | 3,500,000 | 7 | Jan. and July. | Boston. | 1894 | 110½ |
| 1st Mort., guar. by C., B. & Q. | 645,000 | 8 | Jan. & July. | New York. | 1878 | 104 | Boston and New York Air Line: | | | | | | |
| Androsceoggin: | | | | | | | 1st mortgage..... | 500,000 | 7 | Feb. and Aug. | New York. | 1895 | .... |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6 | Jan. & July. | Bath, Me. | 1891 | .... | Boston and Providence: | | | | | | |
| Arkansas Central (narrow gauge): | | | | | | | Bonds to purchase P., W. & B. R.R. | 500,000 | 7 | Jan. and July. | Boston. | 1893 | 108½ |
| 1st Mortgage..... | 1,200,000 | 7* | Jan. & July. | Lond. or Ams. | 1891 | .... | Brunswick and Albany: | | | | | | |
| Ashtabula, Youngstown & Pitts: | | | | | | | 1st Mort. (gold) end. by Ga. tax fr. | 3,630,000 | 6* | Apr. and Oct. | New York. | 1908 | .... |
| 1st Mortgage..... | 1,500,000 | 7* | Apr. & Oct. | New York. | 1901 | .... | 2d Mort. sinking fund gold..... | 2,350,000 | 7* | " | " | 1893 | .... |
| 2d Mortgage, Income..... | 400,000 | 7 | Jan. and July. | Pittsburgh. | 1904 | .... | Buffalo, Bradford and Pittsburg: | | | | | | |
| Atchison and Nebraska: | | | | | | | General Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage..... | 3,750,000 | 8 | March & Sept. | Boston. | 1896 | .... | Buffalo, Corry and Pittsburg: | | | | | | |
| Atchison, Topeka and Santa Fe: | | | | | | | 1st Mortgage..... | 700,000 | 7 | Jan. and July. | New York. | 1886 | .... |
| 1st Mortgage (gold)..... | 7,041,000 | 7* | Jan. & July. | New York. | 1899 | 69 | Buffalo and Erie: | | | | | | |
| Land Grant Mortgage (gold).... | 3,338,000 | 7* | Apr. & Oct. | Boston. | 1900 | 68½ | Mort. bonds (ass'd by LS & MS) | 200,000 | 7 | Jan. and July. | New York. | 1882 | .... |
| 1st Mort. (Wichita Branch) guar. | 412,000 | 7* | Jan. & July. | " | 1902 | .... | Mort. bonds (" ") | 300,000 | 7 | March & Sept. | " | 1886 | .... |
| Consol. Second Mort. (gold).... | 976,000 | 7* | Apr. & Oct. | N. Y. or Bost. | 1903 | .... | Mort. bonds (" ") | 3,000,000 | 7 | Apr. and Oct. | " | 1898 | 103 |
| Income bonds..... | 476,000 | 12 | Jan. & July. | Boston. | .... | 94½ | Buffalo, New York and Erie: | | | | | | |
| Atlanta and Richmond Air Line: | | | | | | | 1st Mortgage (assumed by Erie) | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 83½ |
| 1st Mortgage (guar. by Georgia). | 4,248,000 | 8 | Jan. & July. | New York. | 1900 | 50 | Buffalo, New York & Phila: | | | | | | |
| Atlantic and Great Western: | | | | | | | 1st Mortgage..... | 2,296,000 | 6* | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage (gold)..... | 14,922,200 | 7* | Jan. & July. | N.Y. or Lond. | 1902 | .... | 2d Mortgage for \$1,000,000..... | 281,500 | 10 | " | " | 1893 | .... |
| 2d Mortgage (gold)..... | 10,173,679 | 7* | March & Sept. | " | 1902 | .... | Burlington, Cedar Rapids & Minn: | | | | | | |
| 3d Mortgage (gold) Income..... | 28,783,000 | 7* | May & Nov. | " | 1902 | .... | 1st Mortgage, atg. skg. fund.... | 5,430,000 | 7* | May & Nov. | N. Y. & Lond. | 1919 | 42 |
| Atlantic and Gulf: | | | | | | | 1st Mort., (gold) Mil. Div..... | 2,200,000 | 7* | Feb. and Aug. | " | 1902 | .... |
| Consolidated 1st Mortgage..... | 2,310,200 | 7 | Jan. & July. | New York. | 1887 | .... | Burlington and Missouri River: | | | | | | |
| 1st Mortgage (S. Ga. & Fla. R.R.) | 464,000 | 7 | May & Nov. | " | 1888 | .... | Land and R. R. Mortgage..... | 4,691,050 | 7 | Apr. & Oct. | N. Y. & Bost. | 1893 | 105½ |
| 2d Mortgage (S. Ga. & Fla. R.R.) | 200,000 | 7 | " | " | 1889 | .... | Stock Bonds pref. 3d lien..... | 375,000 | 8 | Jan. & July. | Boston. | 1878 | .... |
| Atlantic and Lake Erie: | | | | | | | Stock (common) Bonds..... | 308,500 | 8 | Apr. & Oct. | N. Y. & Bost. | 1879 | 106 |
| 1st Mort. (gold) for \$5,000,000.... | .... | 7* | Jan. & July. | New York. | 1901 | .... | Stock (common) Bonds..... | 318,500 | 8 | Jan. & July. | " | 1894 | 106½ |
| Atlantic, Miss. and Ohio (428 m.): | | | | | | | Stock (common) Bonds..... | 412,500 | 8 | " | " | 1889 | .... |
| 1st Mortgage for \$15,000,000..... | 5,470,000 | 7* | Apr. & Oct. | New York. | 1901 | .... | Burlington and Mo. Riv. in Neb: | | | | | | |
| 2d Mort. to State (no int. till '80). | 4,000,000 | .... | " | " | .... | .... | 1st Mortgage convertible..... | 5,715,000 | 8 | Jan. & July. | N. Y. & Bost. | 1894 | 100½ |
| Atlantic and Pacific: | | | | | | | Bonds convertible until 1892.... | 600,000 | 8 | " | Boston. | 1883 | 95 |
| Land Mortgage gold bonds..... | 2,829,000 | 6* | Jan. & July. | New York. | 1888 | .... | Burlington and Southwestern: | | | | | | |
| 2d Mortgage for \$3,000,000 (gold) | 2,015,500 | 6* | May & Nov. | " | 1891 | .... | 1st Mortgage (\$20,000 per mile). | 1,800,000 | 8 | May & Nov. | Boston. | 1891 | .... |
| 1st Mort. (So. Pac. R.R. assumed) | 7,188,500 | 6* | Jan. & July. | " | 1888 | 80 | Cairo and Fulton (Arkansas): | | | | | | |
| 1st Mort. (Central Div.) gold..... | 1,190,000 | 6* | May & Nov. | " | 1891 | .... | 1st Mort. (R.R. and lands) S.F.. | 8,000,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| 1st Mort. (Central Div.) L. G..... | 794,000 | 6* | " | " | 1901 | .... | Cairo and St. Louis (3 ft. gauge): | | | | | | |
| Equipment Bonds..... | 733,000 | 10 | June & Dec. | " | 1883 | .... | 1st Mortgage..... | 2,500,000 | 7 | Apr. & Oct. | New York. | 1901 | .... |
| Income Bonds (for funding).... | 529,600 | 6* | " | " | 1883 | .... | Cairo and Vincennes: | | | | | | |
| Land Debentures..... | 600,000 | 10 | J. A. J. & O. | " | 1884 | .... | 1st Mortgage, gold..... | 3,500,000 | 7* | Apr. & Oct. | N. Y. & Lond. | 1909 | .... |
| Atlantic and St. Lawrence: | | | | | | | 2d Mortgage..... | 1,600,000 | 7* | Jan. & July. | " | 1898 | .... |
| Sterling bonds (not Mort.) of 1853. | 484,000 | 6* | May & Nov. | " | 1878 | .... | California and Oregon (Gen. Pac.): | | | | | | |
| 2d Mortgage (sterling) of 1864.... | 1,500,000 | 6* | Apr. & Oct. | " | 1884 | .... | 1st Mortgage (gold)..... | 6,000,000 | 6* | Jan. & July. | New York. | '89-'91 | .... |
| 3d Mortgage (sterling) of 1871.... | 713,000 | 6* | May & Nov. | " | 1891 | .... | California Pacific: | | | | | | |
| Portland City Bonds, 1st M., S. f. | 787,000 | 6 | " | Portland. | 1886 | .... | 1st Mortgage, sinking fund.... | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | .... |
| Bald Eagle Valley: | | | | | | | Extension, or 2d Mortgage..... | 3,500,000 | 7* | " | " | 1889 | .... |
| 1st Mortgage..... | 354,000 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | First Income bonds..... | 1,000,000 | 10* | " | " | .... | .... |
| 2d Mortgage..... | 100,000 | 7 | " | " | 1884 | .... | 2d Income, or double track b'ds | 1,000,000 | 6* | " | " | .... | .... |
| Baltimore and Ohio: | | | | | | | Camden and Amboy: | | | | | | |
| Loan of 1850-'80..... | 579,500 | 6 | Jan. & July. | Baltimore. | 1880 | 105½ | Loan of 1883..... | 1,700,000 | 6 | Feb. & Aug. | Philadelphia. | 1883 | 100½ |
| Loan of 1853-'55..... | 1,710,000 | 6 | Apr. & Oct. | " | 1885 | 104½ | Loan of 1889..... | 866,000 | 6 | June & Dec. | Princeton. | 1889 | 101 |
| Loan of 1855-'90 (Balt.) skg. fd.. | 3,352,247 | 6 | Jan. & July. | " | 1890 | .... | Mortgage Loan of 1889..... | 5,000,000 | 6 | May & Nov. | Philadelphia. | 1889 | 106 |
| Loan of 1870-'95 (etg.) skg. fund. | 3,525,456 | 6* | March & Sept. | London. | 1895 | .... | Sterling Loan, S. F. (£262,000). | 1,286,080 | 6* | Feb. & Aug. | London. | 1880 | .... |
| Loan of 1872-1902 (etg.) S. F..... | 9,374,112 | 6* | " | " | 1902 | .... | Camden and Atlantic: | | | | | | |
| Loan of 1874-1910 (etg.) S. F..... | 9,850,000 | 6* | May & Nov. | " | 1910 | .... | 1st Mortgage..... | 490,000 | 7* | Jan. & July. | Philadelphia. | 1893 | 105 |
| 3d Mort. (N. W. Va. R.R.) ass'd | 110,000 | 6 | Jan. & July. | Baltimore. | 1885 | 100½ | 2d Mortgage..... | 500,000 | 7 | Apr. & Oct. | " | 1879 | 103½ |
| Baltimore and Potomac: | | | | | | | Camden and Burlington County: | | | | | | |
| 1st Mort. (tunnel) gold guar..... | 1,500,000 | 6* | Jan. & July. | Baltimore. | 1911 | .... | Consolidated 1st Mortgage..... | 350,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | 94½ |
| 1st Mortgage (R. R.) gold guar.... | 3,000,000 | 6* | Apr. & Oct. | " | 1911 | .... | Canada Southern: | | | | | | |
| Bangor and Piscataquis: | | | | | | | 1st Mort. (skg. fd) g'd for \$9,000,000 | 9,000,000 | 7* | Jan. & July. | New York. | 1906 | 45 |
| 1st Mortgage (Bangor loan)..... | 600,000 | 6 | Apr. & Oct. | Boston. | 1899 | .... | Cape Girardeau and State Lane: | | | | | | |
| 1st Mort. (Bangor loan) extens'n | 120,000 | 7 | " | " | 1901 | .... | 1st Mortgage (gold)..... | 1,000,000 | 7 | Jan. & July. | " | 1891 | .... |
| Bay City and East Saginaw: | | | | | | | Cape May and Millville: | | | | | | |
| 1st Mort., guar. by F. & P. M. R. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 |</ | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|----------------|---------|---------|---------------------------------------|------------|-------|-------------------|------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cedar Rapids & Mo. Riv. (C. & N.W.) | \$ 700,000 | 7 | Feb. & Aug. | New York. | 1891 | .... | Chicago, Iowa and Nebraska: | \$ 568,200 | 7 | Jan. & July. | Boston. | 1880 | .... |
| 1st Mortgage, 1st Div. \$10,000 p.m. | 582,000 | 7 | " | " | 1894 | .... | 2d Mort. (now 1st) guar. C. & N.W. | 211,500 | 7 | Feb. & Aug. | New York. | 1892 | .... |
| 1st Mortgage 2d Div. \$10,000 p.m. | 2,400,000 | 7 | May & Nov. | " | 1916 | 93 | Chicago and Milwaukee Railway: | 1,700,000 | 7 | Jan. & July. | New York. | 1898 | 97 1/2 |
| Central Branch Union Pacific: | 1,600,000 | 6 | May & Nov. | New York. | 1895 | .... | 1st Mort., guar. by C. & N.W. | 477,000 | 8 | March & Sept. | Boston. | 1889 | .... |
| 1st Mort. (Atch. & Pike's Peak). | 1,000,000 | 6 | Jan. & July. | " | 1895 | .... | 1st Mortgage..... | 3,500,000 | 8 | Jan. & July. | " | 1890 | .... |
| 2d Mortgage Govern't at 50yd. | 1,000,000 | 6 | Jan. & July. | " | 1895 | .... | 1st Mortgage..... | 1,350,000 | 8 | May & Nov. | " | 1891 | .... |
| Central of Georgia: | 2,287,000 | 7 | Jan. & July. | N.Y. & Savan. | 1893 | .... | 1st Mortgage (on Branch)..... | 1,325,000 | 8 | March & Sept. | " | 1892 | .... |
| General Mort. for \$5,000,000.... | 2,287,000 | 7 | Jan. & July. | Savannah. | 1890 | .... | Chicago, Milwaukee and St. Paul: | 5,748,000 | 7 | Jan. & July. | New York. | 1893 | .... |
| Macon & West. (Atlanta D.) b'ds | 150,000 | 7 | April & Oct. | " | 1901 | .... | 1st Mort. (Mil. and St. Paul R'y) | 1,191,000 | 7 | April & Oct. | " | 1884 | 59 |
| Central of Iowa: | 3,700,000 | 7 | Jan. & July. | New York. | 1899 | .... | 2d Mort. (") | 2,500,000 | 7 | Jan. & July. | " | 1885 | 85 |
| 1st Mortgage, gold, \$16,000 p.m. | 925,000 | 7 | April & Oct. | " | 1901 | .... | 1st Mort. (Chic. and Mil. Div.) | 781,500 | 8 | May & Nov. | " | 1874 | .... |
| 2d Mortgage, gold, \$4,000 p.m. | 1,275,000 | 7 | May & Nov. | New York. | 1889 | .... | 1st Mort. (East. Div. Palmer.) | 3,810,000 | 7 | Jan & July. | " | 1897 | 80 |
| Central of L. I. (Flush., N.C. & C.) | 4,770,000 | 7 | May & Nov. | New York. | 1902 | 107 | 1st Mort. (Minnesota Central.) | 190,000 | 7 | " | " | 1894 | .... |
| 1st Mortgage..... | 5,000,000 | 7 | Feb. & Aug. | " | 1890 | 112 | 1st Mort. (St. Paul Division.) | 4,000,000 | 7 | " | " | 1902 | 83 |
| Newark Branch Bonds..... | 600,000 | 7 | Jan. & July. | " | 1887 | .... | 1st Mort. (Iowa and Minn. Div.) | 1,005,000 | 7 | " | " | 1899 | 83 |
| Loan of Loh. C. & Nav. Co. (ass'd) | 2,310,000 | 6 | J. A. J. & O. | Philadelphia. | 1897 | .... | 1st Mort. (Prairie du Chien Div.) | 3,474,000 | 8 | Feb. & Aug. | " | 1898 | 110 |
| Consol. Mort. for \$25,000,000.... | 6,043,900 | 7 | " | New York. | 1899 | 107 1/2 | 2d Mort. (") | 1,315,000 | 7.3 | " | " | 1898 | 92 |
| Central Ohio (B. and O.) | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 99 | 1st Mort. (Hast. and Dak. Div.) | 1,250,000 | 7 | Jan. & July. | " | 1892 | 79 |
| 1st Mortgage guaranteed..... | 25,781,066 | 6 | Jan. & July. | New York. | '95-'99 | 108 1/2 | 1st Mort. (Mil. and Western)... | 234,000 | 7 | Jan. & July. | " | 1891 | .... |
| Convertible 20 years bonds, gold | 1,453,000 | 7 | " | " | 1883 | 101 1/2 | Real Estate Purchase..... | 148,500 | 7 | " | " | 1883 | .... |
| State Aid B'ds (Int. by State) gold | 1,500,000 | 7 | " | Sacramento. | 1884 | 109 | Equipment and Bridge Bonds... | 245,000 | 10 | June & Dec. | " | 1883 | .... |
| 2d Mort. (Govern'm't Subsidy) | 25,895,000 | 6 | " | U.S. Treasury. | '95-'99 | 99 | Consol. Mort. for \$35,000,000.... | 1,039,000 | 7 | Jan. & July. | " | 1904 | 78 |
| 1st Mort. (Western Pacific) gold | 2,735,000 | 6 | " | New York. | 1899 | 90 1/2 | Chicago and Northwestern: | 1,238,700 | 7 | Feb. & Aug. | New York. | 1885 | 108 |
| 1st Mort. (Calif. & Oregon) gold | 7,291,000 | 6 | " | " | 1883 | 91 1/2 | General 1st Mortgage (193 m.) | 3,578,000 | 7 | " | " | 1885 | 99 1/2 |
| 1st Mort. (S. Fr. Okla. & Ala.) | 500,000 | 8 | " | " | 1890 | 90 | Funded coupons (193 m.) | 740,300 | 7 | May & Nov. | " | 1883 | 105 |
| 1st Mort. (San Joaquin V.D.) gold | 6,050,000 | 6 | April & Oct. | " | 1900 | 90 | Appleton Ext. (23 m. & 76,000 ac.) | 146,000 | 7 | Feb. & Aug. | " | 1885 | 90 |
| Land bonds (Cen. Pac. Co.) gold | 9,049,000 | 6 | " | " | 1900 | 90 | Green Bay Ext. (26m & 76,000 a.) | 285,000 | 7 | " | " | 1885 | 90 |
| Central Vermont: | 3,000,000 | 7 | May & Nov. | Boston. | 1886 | 20 | 1st Mort. (Gal. & Chi. U.) 248 m. | 1,692,000 | 7 | " | " | 1892 | 106 1/2 |
| 1st Mort., Consol. (Vt. Central). | 1,500,000 | 7 | June & Dec. | " | 1891 | 4 1/2 | Elgin and State Line..... | 122,000 | 6 | Jan. & July. | " | 1878 | .... |
| 2d Mort., Consol. (") | 500,000 | 7 | Jan. & July. | " | 1887 | 55 | Mississippi River Bridge..... | 186,000 | 7 | " | " | 1884 | .... |
| 1st Mort. (Stan., Sheff. and Ch.) | 1,008,600 | 8 | May & Nov. | " | 1902 | 54 | 1st Mortgage (Peninsula)..... | 328,000 | 7 | March & Sept. | " | 1898 | 94 1/2 |
| Income and Extension Bonds... | 1,000,000 | 8 | " | " | '76-'77 | 58 | Consol. skg fund (C. & N.W. R'y) | 4,277,000 | 7 | F. M. A. & N. | " | 1915 | 94 1/2 |
| Equipment Mort. (Vt. Central) | 1,000,000 | 8 | " | " | 1889 | 58 | General Consol. Gold Bonds... | 9,768,000 | 7 | June & Dec. | " | 1902 | 85 1/2 |
| Equipment Mort. (") | 1,000,000 | 8 | " | " | 1889 | 58 | 1st Mort. S. F. (Madison Exten.) | 3,150,000 | 7 | April & Oct. | " | 1911 | .... |
| Bonds, guar. (Vt. and Canada) | 1,000,000 | 8 | Jan. & July. | " | 1891 | 58 | 1st Mort. S. F. (Menominee Ext.) | 2,700,000 | 7 | June & Dec. | " | 1911 | .... |
| Mississquoi R.R. (") | 500,000 | 7 | March & Sept. | " | 1891 | 39 | 2d Mort. (Mil. & Chi. R. R.) guar. | 2,000 | 7 | " | " | 1898 | .... |
| Cent. Vt. (Vt. & Ca. Mort.) b'ds | 3,000,000 | 6 | " | " | 1904 | .... | 1st Mort. (Chic. & Mil. R. W.) guar. | 1,700,000 | 7 | Jan. & July. | " | 1898 | 97 1/2 |
| Charleston and Savannah: | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... | 1st Mort. (Bel. & Mad. R.R.) guar. | 284,000 | 7 | " | " | 1888 | .... |
| 1st Mortgage guar. by State..... | 157,400 | 7 | " | " | 1889 | .... | Chicago, Portage and Superior: | 25,000 pm | 7 | June & Dec. | New York. | 1902 | .... |
| Funded Interest on 1st Mort. | 2,000,000 | 7 | Jan. & July. | New York. | 1895 | .... | 1st M. s.f. (Chi. & N. Pac. Air-L.) | ..... | 8 | April & Oct. | New York. | 1901 | .... |
| Charlotte, Columbia & Augusta: | 500,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | Chicago, Omaha and St. Joseph: | ..... | 8 | April & Oct. | New York. | 1901 | .... |
| 1st Mortgage..... | 141,000 | 8 | April & Oct. | Charleston. | 1888 | .... | 1st Mortgage for \$5,000,000.... | 2,504,000 | 7 | Jan. & July. | Boston. | 1903 | .... |
| Charters: | 75,000 | 7 | Jan. & July. | " | 1888 | .... | Chicago and Paducah (C. B. & Q.) | 700,000 | 8 | Feb. & Aug. | New York. | 1901 | .... |
| 1st Mort., guar. by Penna..... | 300,000 | 7 | June & Dec. | New York. | 1899 | .... | 1st Mortgage \$26,000 p. m. gold.. | 9,000,000 | 7 | Jan. & July. | New York. | 1896 | 109 |
| Cheraw and Darlington: | 15,000,000 | 6 | May & Nov. | New York. | 1899 | 29 | Chic. & Southwestern (C.B. & Q.) | 5,000,000 | 7 | May & Nov. | New York. | 1889 | .... |
| Convertible 20 years bonds, (gold) | 4,758,000 | 7 | Jan. & July. | " | 1902 | .... | 1st Mortgage gold (Atchison Br.) | 1,000,000 | 7 | June & Dec. | " | 1901 | .... |
| 1st Mort. Extension (cou. or reg) | 100,000 | 6 | " | " | 1880 | .... | Chicago, Wisconsin & Canada: | 600,000 | 7 | Jan. & July. | New York. | 1902 | .... |
| 1st Mort. (Va. Cen.) guar. by Va. | 918,000 | 6 | " | " | 1884 | .... | 1st Mort. gold, skg fd for \$410,000 | ..... | 7 | Jan. & July. | New York. | 1902 | .... |
| 3d Mort. (") coupon..... | 300,000 | 6 | " | " | 1876 | .... | 1st Mortgage (Mad. & Portage) g'd | ..... | 7 | April & Oct. | New York. | 1900 | .... |
| Income (") coupon..... | 160,500 | 8 | " | " | 1877 | .... | 1st Mortgage (gold) for \$5,000,000 | ..... | 7 | Jan. & July. | New York. | 1902 | .... |
| Funded Interest, coupon..... | 773,800 | 6 | Jan. & July. | Boston. | '77-'80 | 99 1/2 | Chillicothe and Brunswick: | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... |
| Cheshire: | 186,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... | 1st Mort., guar. by St. L., K.C. & N. | 322,000 | 7 | Jan. & July. | Baltimore. | 1900 | 97 |
| Coupon bonds (no Mort.)..... | 600,000 | 7 | May & Nov. | New York. | 1901 | .... | Cincinnati, and Baltimore: | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... |
| Chester Creek (Phil. & Balt. Cent.) | 77,000 | 7 | May & Nov. | New York. | 1877 | 100 | 1st Mortgage of 1863..... | 500,000 | 7 | Jan. & July. | " | 1885 | .... |
| 1st Mort., guar. by P. W. & B. | 2,383,000 | 7 | Jan. & July. | " | 1893 | 112 | 2d Mortgage of 1865..... | 500,000 | 8 | June & Dec. | " | 1877 | .... |
| Chester and Tamaroa: | 1,087,000 | 7 | April & Oct. | " | 1883 | 105 | 3d Mortgage of 1867..... | 1,846,000 | 7 | Jan. and July. | New York. | 1903 | .... |
| 1st Mortgage..... | 2,919,000 | 6 | Jan. & July. | London. | 1903 | .... | Cincinnati, Ham. & Ind. (C. H. & D.) | 1,120,000 | 7 | March & Sept. | New York. | 1901 | 83 1/2 |
| 1st Mort. (St. L. & C.) assumed | 584,000 | 7 | April & Oct. | New York. | 1894 | 100 | 1st Mort., guar. for \$2,500,000.... | 471,000 | 7 | June & Dec. | " | 1914 | .... |
| 2d Mort. (") | 188,000 | 7 | Jan. & July. | " | 1898 | .... | Cincinnati, Lafayette and Chi.: | ..... | 7 | June & Dec. | " | 1914 | .... |
| 1st Mort. (Louisiana and Mo.) | 4,300,000 | 7 | Feb. & Aug. | " | 1900 | 91 | 1st Mortgage..... | 400,000 | 7 | Feb. & Aug. | New York. | 1905 | .... |
| Chicago, Burlington and Quincy: | 2,580,000 | 8 | Jan. & July. | New York. | 1883 | 116 1/2 | Consolidated Mortgage..... | 1,500,000 | 7 | Jan. and July. | New York. | 1901 | .... |
| Trust Mortgage skg fund..... | 150,000 | 8 | " | " | 1883 | .... | 1st Mortgage (Rich. & Portage) g'd | 560,000 | 7 | Jan. and July. | " | 1895 | .... |
| Trust Mortgage, skg fund conv. | 690,000 | 7 | April & Oct. | " | 1890 | .... | 2d Mortgage | 65,000 | 7 | " | " | 1889 | .... |
| Trust Mortgage (Burl. to Peoria) | 3,643,675 | 7 | Jan. & July. | Boston. | 1896 | 105 1/2 | Cinc., Rich. & Ft. Wayne (G.R. & I.) | 1,800,000 | 7 | June & Dec. | New York. | 1921 | .... |
| Loan of 1872..... | 462,000 | 5 | June & Dec. | " | 1895 | 106 1/2 | 1st Mortgage gold, guar..... | 1,072,300 | 7 | June & Dec. | New York. | 1890 | 76 |
| Bonds of 1875, Sinking Fund... | 10,330,500 | 7 | " | " | 1903 | 106 1/2 | Cincinnati, Sandusky and Cleve.: | 988,000 | 6 | Feb. & Aug. | Boston. | 1900 | .... |
| Consol. Mortgage for \$30,000,000 | 654,000 | 8 | " | New York. | 1878 | 104 | 1st Mort. (San. Day. & Cin.) S.F. | 350,000 | 7 | March & Sept. | " | 1877 | .... |
| 1st Mort. (Am. Cen. R.R.) guar. | 503,500 | 8 | May & Nov. | " | 1879 | 103 | 1st Mort. (San. City and Ind.) | 1,000,000 | 7 | " | New York. | 1901 | .... |
| 1st Mort. (Car. and Burl.) guar. | 763,000 | 8 | Jan. & July. | " | 1889 | 101 | 1st Mort. (Col. Spring. & Cine.) | 2,000,000 | 7 | April & Oct. | New York. | 1901 | .... |
| 1st Mort. (Dix. Peo. & Han.) guar. | 938,000 | 8 | April & Oct. | Boston. | 1890 | 104 | 2d Mortgage..... | 588,255 | 7 | Jan. and July. | " | 1902 | .... |
| 1st Mort. (Ill. Gr. Trunk) guar. | 864,500 | 8 | Jan. & July. | N.Y. & Bost. | 1900 | 105 1/2 | Cincinnati, Wabash and Mich.: | 2,000,000 | 7 | Jan. and July. | New York. | 1891 | .... |
| 1st Mort. (Keok. & St. Paul) guar. | 1,131,000 | 8 | " | " | 1878 | .... | 1st Mortgage for \$16,000 p. m. m... | 3,000,000 | 7 | May & Nov. | New York. | 1899 | 109 1/2 |
| 1st Mort. (O., O. & Fox Rv.) guar. | 571,000 | 8 | " | " | 1890 | 105 1/2 | 1st Mortgage sinking fund..... | 248,000 | 7 | June & Dec. | " | '74-'84 | .... |
| 1st Mort. (Peo. and Han.) guar. | 756,000 | 8 | " | " | 1890 | 10 | | | | | | | |

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|-------------------------------------|------------|-------|-------------------|---------------|---------|--------|---------------------------------------|-----------|-------|-------------------|-----------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Cleveland and Pittsburg (Pa.Co.): | \$ | 7 | | | | | Detroit & Bay City (Mich. Cent.): | \$ | 8 | | | | |
| Construction and Equip. bonds. | 800,000 | 7 | Jan. and July | New York. | 1913 | 102 | 1st Mort. (\$424,000 guar.) | 2,330,000 | 8 | May and Nov. | New York. | 1902 | 94 |
| 4th (now 3d) Mortgage guar. | 1,096,000 | 6 | " | " | 1892 | 102 | Detroit, Eel River and Illinois: | | | | | | |
| Consol. sinking fund guar. | 1,487,000 | 7 | May & Nov. | " | 1906 | 106 | 1st Mortgage for \$22,000 p.m. | 1,826,000 | 8 | Jan. & July. | New York. | 1891 | .... |
| Clev., Painesville & Ashtabula: | | | | | | | Detroit, Hillsdale and Indiana: | | | | | | |
| Regist'd b'ds(ass'd by LS&MS.) | 1,000,000 | 7 | Jan. & July. | New York. | 1880 | 104 | 1st Mort. \$16,000 p. m. guar. | 1,170,000 | 8 | June & Dec. | New York | 1890 | .... |
| 3d Mortgage (") | 1,000,000 | 7 | April & Oct. | " | 1892 | 101 | 2d Mortgage, (coupon) guar. | 300,000 | 8 | Jan. & July. | " | 1881 | .... |
| Cleveland and Toledo: | | | | | | | Detroit, Lansing and Lake Mich.: | | | | | | |
| 1st Mort., s.f.(ass'd by LS&MS.) | 1,595,000 | 7 | Jan. & July. | New York. | 1885 | 106 | 1st Mortgage..... | 3,219,000 | 8 | April & Oct. | Boston. | 1896 | .... |
| 2d Mortgage (") | 860,000 | 7 | April & Oct. | " | 1886 | 102 | 1st Mortgage (on Branches)... | 575,000 | 8 | June & Dec. | " | 1897 | .... |
| Colebrookdale: | | | | | | | 2d Mortgage..... | 1,359,000 | 8 | Feb. & Aug. | " | 1893 | 44 |
| 1st Mort. guar. by Ph. and Rdg. | 584,700 | 6 | June & Dec. | Philadelphia. | 1898 | .... | 1st Mort. (Tonla and Lansing)... | 770,000 | 8 | Jan. & July. | New York. | 1889 | .... |
| Colorado Central (3 ft. gauge): | | | | | | | 2d Mort. (") | 81,000 | 8 | May & Nov. | " | 1880 | .... |
| 1st Mortgage..... | 225,000 | 8 | June & Dec. | Boston. | 1890 | .... | Detroit & Milwaukee (Gt. W. of Ca.): | | | | | | |
| Columbus, Chicago & Ind. Cent.: | | | | | | | 1st Mortgage, (D. & M.R.R.) | 2,500,000 | 7 | May & Nov. | New York | 1875 | .... |
| 1st Mortgage Consol. skg fund.. | 15,344,750 | 7 | April & Oct. | New York. | 1908 | 41 | 2d Mortgage (") | 1,000,000 | 8 | " | " | 1875 | .... |
| 2d Mortgage skg fund..... | 5,582,400 | 7 | Feb. & Aug. | " | 1909 | 15 | 1st Funded Coup. (D. & M.R.R.) | 625,924 | 7 | Jan. & July. | " | 1875 | .... |
| Income convertible..... | 3,893,000 | 7 | " | " | 1890 | .... | 2d Funded Coup. (") | 375,734 | 7 | May & Nov. | " | 1875 | .... |
| 1st Mort. (Chic. and Gt. Eastern) | 461,000 | 7 | April & Oct. | " | 1902-95 | 68 | 1st Mort. (Detr. & Pontiac R.R.) | 150,000 | 7 | April & Oct. | " | 1878 | .... |
| 2d Mort. (") | 344,400 | 7 | Jan. & July. | " | 1890 | .... | 2d Mort. (") | 100,000 | 7 | Jan. & July. | " | 1878 | .... |
| 1st Mort. (Cin. and Chi. Air-L.) | 194,100 | 7 | Feb. & Aug. | " | 1880 | .... | 3d Mort. (") | 250,000 | 8 | Feb. & Aug. | " | 1846 | .... |
| 1st M., s.f. (") | 39,950 | 7 | May & Nov. | " | 1886 | .... | Bonds of Sept. 1, 1866..... | 110,000 | 7 | March & Sept. | " | 1885 | .... |
| 1st Mort. (Col. and Ind. Cent.) | 2,632,000 | 7 | Jan. & July. | " | 1904 | .... | Bonds of June 30, 1866..... | 1,702,317 | 6 | Jan. & July. | " | 1886 | .... |
| 2d Mort. (") | 821,000 | 10 | May & Nov. | " | 1904 | .... | Detroit, Mon. & Tol. (L.S.H. & M.S.): | | | | | | |
| 1st M. (Col. & Ind.) 1st & 2d pref. | 809,500 | 7 | Jan. & July. | " | 1883 | .... | 1st Mortgage Aug. 1, 1866..... | 924,000 | 7 | Feb. & Aug. | New York. | 1875 | 100 |
| 2d Mortgage (Ind. Central)..... | 666,500 | 7 | " | " | 1882 | .... | Dixon, Peoria and Hannibal: | | | | | | |
| 1st Mort. (Tol., Logansp't & Bur.) | 554,500 | 7 | Feb. & Aug. | " | 1884 | .... | 1st Mort., guar. by C., B. and Q. | 763,000 | 8 | Jan. & July. | New York. | 1889 | 105 |
| Income (") | 74,024 | 7 | " | " | 1905 | .... | Dubuque and Sioux City: | | | | | | |
| 1st Mort. (Union & Logansport) | 815,000 | 7 | April & Oct. | " | 1905 | .... | 1st Mortgage tax free..... | 882,000 | 7 | Jan. & July. | New York. | 1883 | 100 |
| Columbus, Springfield and Cin.: | | | | | | | Dubuque Southwestern: | | | | | | |
| 1st M.(assumed by Cin., S. & C.) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | .... | 1st Mortgage..... | 450,000 | 7 | April & Oct. | New York. | 1883 | .... |
| Columbus and Hocking Valley: | | | | | | | 1st Mortgage, preferred..... | 78,560 | 7 | Jan. & July. | " | 1883 | .... |
| 1st Mortgage skg fund..... | 1,500,000 | 7 | April & Oct. | New York. | 1897 | .... | Dunkirk, Allegheny Val. & Pittab: | | | | | | |
| 1st M. on Branch (4d on main) | 300,000 | 7 | Jan | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | |
|---------------------------------------|------------|-------|-------------------|----------------|--------|--------|--|-------------------------------------|-----------|-------|-------------------|--------------|------|--------|--|
| | | | When. | Where. | | | | | | | When. | Where. | | | |
| Florida: | \$ | | | | | | | Huntingdon and Broad Top Mt.: | \$ | | | | | | |
| 1st Mortgage conv. gold..... | 2,300,000 | 7* | Jan. & July. | N. Y. & Lond. | 1889 | .... |  | 1st Mortgage gold..... | 416,000 | 7* | April & Oct. | Philadelphia | 1890 | 104 | |
| Flushing, North Side and Central: | | | | | | | | 2d Mortgage..... | 367,500 | 7 | Feb. & Aug. | " | 1875 | 102 | |
| 1st Mort. (Flush'g and N. Side)..... | 1,825,000 | 7 | May & Nov. | New York. | 1901 | .... |  | Consolidated Mortgage..... | 1,378,000 | 7 | April & Oct. | " | 1895 | 62 | |
| 1st Mort. (Central of L. I.)..... | 1,275,000 | 7 | " | " | 1889 | .... |  | Illinois Central: | | | | | | | |
| 1st Mort. (Cent. R. R. Exten.)..... | 200,000 | 7 | May and Nov. | " | 1903 | .... |  | Redemption bonds, currency..... | 2,500,000 | 6 | April & Oct. | New York. | 1890 | .... |  |
| 1st Mort. (North Shore)..... | 135,000 | 7 | Feb. & Aug. | " | 1887 | .... |  | General Mortgage for \$15,000,000 | 5,500,000 | 6* | " | London. | 1895 | .... |  |
| Sterling Loan..... | 1,500,000 | 6* | " | London. | .... | .... |  | Sterling Bonds, Sinking Fund..... | 4,792,000 | 5* | " | " | 1903 | .... |  |
| Fonda, Johnsto'n & Gloversville: | | | | | | | | Illinois Grand Trunk (C. B. & Q.): | | | | | | | |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1890 | .... |  | 1st Mortgage guaranteed..... | 933,000 | 8 | April & Oct. | Boston. | 1890 | 104 | |
| Fort Wayne, Jackson & Saginaw: | | | | | | | | Indiana and Illinois Central: | | | | | | | |
| 1st Mortgage, traffic guarantee..... | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | .... |  | 1st Mortgage gold..... | 3,500,000 | 7* | Jan. & July. | New York. | 1901 | .... |  |
| 2d Mortgage (Equipment)..... | 500,000 | 8 | April & Oct. | " | 1881 | .... |  | Indiana North and South: | | | | | | | |
| Fort Wayne, Muncie & Cin.: | | | | | | | | 1st Mort. (Nor. Div.) \$22,000 p.m. | 1,700,000 | 7* | March & Sept. | New York. | 1903 | .... |  |
| 1st Mortgage..... | 1,800,000 | 7* | April & Oct. | Boston. | 1899 | .... |  | Indianapolis, Blooming. & West: | | | | | | | |
| 2d Mortgage..... | 500,000 | 8 | " | " | 1893 | .... |  | 1st Mortgage gold..... | 5,000,000 | 7* | April & Oct. | New York. | 1909 | 28 | |
| Framingham and Lowell: | | | | | | | | 1st Mortgage Extension gold..... | 2,010,000 | 7* | Jan. & July. | " | 1912 | .... |  |
| 1st Mortgage..... | 500,000 | 7 | April & Oct. | Boston. | 1890 | 89 | | 2d Mortgage..... | 1,500,000 | 8 | " | " | 1890 | 6 | |
| 2d Mortgage..... | 150,000 | 8 | " | " | 1883 | 94 | | Indianapolis and Madison: | | | | | | | |
| Frederick and Pennsylvania Line: | | | | | | | | 1st Mort. assumed by J. M. & I. | 397,000 | 7 | May & Nov. | New York. | 1881 | .... |  |
| 1st Mortgage gold..... | 150,000 | 6* | April & Oct. | Baltimore. | 1901 | .... |  | Indianapolis & Vincennes: | | | | | | | |
| Fremont, Elkhorn & Mo. (S.C. & P.): | | | | | | | | 1st Mortgage guar. by Pa. Co.... | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | .... |  |
| 1st Mortgage..... | 690,000 | 7 | April & Oct. | .... | 1901 | .... |  | 2d Mortgage guar. by Pa. Co.... | 1,450,000 | 6 | May & Nov. | " | 1900 | .... |  |
| Galena & Chic. Union (C. & N. W.): | | | | | | | | International and Gt. Northern: | | | | | | | |
| 1st Mortgage..... | 1,692,000 | 7 | Feb. & Aug. | New York. | 1882 | 106 | | 1st Mortgage s.f. (Intern. R. R.) | 3,040,000 | 7* | April & Oct. | New York. | 1911 | 61 | |
| 2d Mortgage..... | 43,000 | 7 | May & Nov. | " | 1875 | 102 | | Convertible B'ds (") | 1,473,000 | 8 | Feb. & Aug. | " | 1892 | .... |  |
| Galv., Harrisburg & San Antonio: | | | | | | | | 1st Mortgage (Hous. & Gt. N. R.R.) | 4,211,000 | 7 | Jan. & July. | " | 1900 | .... |  |
| 1st Mortgage..... | 1,700,000 | 6* | Feb. & Aug. | Lond. or Bost. | 1910 | .... |  | Convert. B'ds (") | 1,677,000 | 8 | Feb. & Aug. | " | 1892 | .... |  |
| Galveston, Houston & Henderson: | | | | | | | | Indianapolis, Cin. and Lafayette: | | | | | | | |
| 1st Mortgage..... | 1,493,000 | 7* | Jan. & July. | New York. | 1890 | 88 | | 1st Mortgage of 1887..... | 2,800,000 | 7 | Feb. & Aug. | New York. | 1897 | .... |  |
| Geneva, Ithaca and Athens: | | | | | | | | 1st Mortgage of 1869..... | 2,000,000 | 7 | June & Dec. | " | 1899 | .... |  |
| 1st Mortgage, skg. fd., guar. | 600,000 | 7* | Jan. and July. | New York. | 1890 | .... |  | Funded Interest Bonds, coupon. | 469,100 | 7 | March & Sept. | " | 1883 | 86 | |
| Georgia (and Banking): | | | | | | | | Equipment Bonds, registered..... | 376,000 | 10 | " | " | 1888 | .... |  |
| Company bonds (debentures)..... | 564,500 | 7 | Jan. & July. | Augusta | 75-'90 | .... |  | 1st Mort. (Ind. & Cin.) 1888. | 1,600,000 | 7 | April & Oct. | " | 1892 | .... |  |
| Gilman, Clinton & Springfield: | | | | | | | | 1st Mort. (Cin. & Indiana)..... | 499,000 | 7 | June & Dec. | " | 1892 | .... |  |
| 1st Mortgage gold..... | 2,000,000 | 7* | March & Sept. | N. Y. & Lond. | 1900 | .... |  | 2d Mort. (") guar. | 1,497,000 | 7 | Jan. & July. | " | 1892 | .... |  |
| 2d Mortgage gold..... | 1,000,000 | 8* | Jan. & July. | " | 1892 | .... |  | Indianapolis and St. Louis: | | | | | | | |
| Goshen and Deckertown (Erie): | | | | | | | | 1st Mortgage..... | 2,000,000 | 7 | Jan. & July. | New York. | 1919 | .... |  |
| 1st Mortgage..... | 246,500 | 7 | Jan. & July. | New York. | 1888 | .... |  | 1st Mortgage..... | 2,000,000 | 7 | March & Sept. | " | 1919 | .... |  |
| Grand Rapids & Indiana: | | | | | | | | 2d Mortgage..... | 1,000,000 | 7 | April & Oct. | " | 1919 | .... |  |
| 1st Mortgage L. G. guar. gold..... | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | .... |  | Equipment Mortgage..... | 378,000 | 10 | Jan. & July. | " | 1900 | .... |  |
| 1st Mort. L. G. not guar. gold..... | 3,224,000 | 7* | April & Oct. | " | 1899 | .... |  | Ionis and Lansing (D. L. & L. M.): | | | | | | | |
| Grand River Valley (Mich. C.): | | | | | | | | 1st Mortgage traffic guar..... | 770,000 | 8 | Jan. & July. | New York. | 1890 | .... |  |
| 1st Mort., assumed by Lessees..... | 1,000,000 | 8 | Jan. & July. | New York. | 1886 | 94 | | 2d Mortgage..... | 81,000 | 8 | May & Nov. | " | 1886 | .... |  |
| 2d Mortgage, guar. by Lessees..... | 500,000 | 8 | March & Sept. | " | 1879 | 85 | | Iowa Falls and Sioux City: | | | | | | | |
| Grand Trunk (Ca.): | | | | | | | | 1st Mortgage..... | 2,960,000 | 7 | April & Oct. | New York. | 1917 | .... |  |
| Equipment Bonds £500,000..... | 2,500,000 | 6* | April & Oct. | London. | 1877 | .... |  | Iowa Midland (C. & N. W.): | | | | | | | |
| Equipm't Bonds No. 2 £500,000 | 2,500,000 | 6* | Jan. & July. | " | 1920 | .... |  | 1st Mort., \$18,000 p.m., guar..... | 1,350,000 | 8 | April & Oct. | New York. | 1900 | 81 | |
| Postal & Military b'ds £1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | Perp. | .... |  | Ironton (Penn.): | | | | | | | |
| 1st Preference Bonds £3,218,149 | 16,090,745 | 5* | Jan. & July. | " | Irred. | .... |  | 1st Mortgage..... | 100,000 | 7 | May & Nov. | Philadelphia | 1875 | .... |  |
| 2d Preference Bonds £2,327,808 | 11,639,040 | 4* | " | " | " | .... |  | Ithaca and Athens (Penn.): | | | | | | | |
| 3d Preference Bonds £7,163,910 | 35,819,550 | 4* | " | " | " | .... |  | 1st Mortgage gold, skg fund..... | 600,000 | 7* | Jan. & July. | New York. | 1890 | 101 | |
| Provincial Debenture's £3,111,500 | 15,567,500 | .... | " | Ottawa. | .... | .... |  | Jackson, Lansing & Saginaw (MO): | | | | | | | |
| Great Western of Canada: | | | | | | | | 1st Mortgage guar..... | 1,317,000 | 8 | Jan. & July. | New York. | 1885 | 98 | |
| Mortgage Bonds £127,000..... | 635,000 | 6 | Jan. & July. | London. | 1876 | .... |  | 1st Mort. (Northern Ext.) guar. | 810,000 | 8 | May & Nov. | " | 1890 | 93 | |
| Mortgage Bonds £547,000..... | 2,735,000 | 5 | April & Oct. | " | 77-'78 | .... |  | 2d Mortgage guar..... | 158,000 | 8 | March & Sept. | " | 1878 | .... |  |
| New Bonds £1,000,000..... | 5,000,000 | 6 | June & Dec. | " | 1890 | .... |  | Consolidated Mortgage (236 m.) | 1,968,000 | 8 | " | " | 1891 | 84 | |
| Debenture Bonds £1,743,160..... | 8,715,800 | 5 | Jan. & July. | " | Perp. | .... |  | Jacksonville, North West & S. East: | | | | | | | |
| Great Western Railway of 1859: | | | | | | | | 1st Mortgage..... | 610,000 | 7* | Jan. & July. | New York. | 1902 | .... |  |
| 1st Mort., ass'd by T. W. & W. | 2,500,000 | 7 | Feb. & Aug. | New York. | 1888 | 80 | | Jacksonville, Pensac. and Mobile: | | | | | | | |
| 2d Mort., " " " " " " | 2,500,000 | 7 | May & Nov. | " | 1893 | 51 | | 1st Mortgage..... | 472,000 | 7 | Jan. & July. | New York. | 1880 | .... |  |
| Green Bay and Minnesota: | | | | | | | | 2d Mortgage..... | 3,000,000 | 8 | " | " | 1899 | .... |  |
| 1st Mortgage..... | 2,400,000 | 7* | Feb. & Aug. | .... | 1900 | .... |  | Jamest'n & Frank. (L.S. & M. So.): | | | | | | | |
| Greenville and Columbia: | | | | | | | | 1st Mortgage guaranteed..... | 460,000 | 7 | Jan. & July. | New York. | 1897 | .... |  |
| 1st Mortgage guar. by S. Car..... | 1,426,546 | 7 | Jan. & July. | Columbia. | 81-'86 | .... |  | 2d Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | " | 1894 | .... |  |
| 1st Mortgage not guaranteed..... | 376,766 | 7 | " | " | 81-'85 | .... |  | Jefferson (Erie): | | | | | | | |
| Greenwich and Johnsonville: | | | | | | | | 1st Mort. (Hawley Section)..... | 204,000 | 7 | Jan. & July. | New York. | 1887 | 90 | |
| 1st Mortgage..... | 185,000 | 7 | May & Nov. | New York. | 1889 | .... |  | 2d Mort. (") | 84,000 | 7 | " | " | 1889 | .... |  |
| Gulf, Western Texas and Pacific: | | | | | | | | 1st Mort. (Carbondale Section)... | 2,000,000 | 7 | " | " | 1889 | .... |  |
| 1st Mortgage (Construction)..... | 1,386,000 | 7* | Jan. & July. | .... | 1902 | .... |  | Jeffersonville, Madison & Indian: | | | | | | | |
| Hannibal and Naples (T.W. & W.): | | | | | | | | 1st Mortgage consol..... | 2,474,000 | 7 | April & Oct. | New York. | 1906 | .... |  |
| 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1888 | 29 | | 2d Mortgage consol..... | 2,000,000 | 7 | Jan. & July. | " | 1910 | .... |  |
| 2d Mortgage..... | 525,000 | 7 | Jan. & July. | " | 1890 | .... |  | 1st Mortgage (Ind. & Mad.) guar. | 397,000 | 7 | May & Nov. | " | 1881 | .... |  |
| Hannibal & Cent. Mo. (T.W. & W.): | | | | | | | | Jersey City and Albany: | | | | | | | |
| 1st Mortgage, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | 61 | | 1st Mortgage..... | 250,000 | 7* | Jan. & July. | New York. | 1913 | .... |  |
| 2d Mortgage..... | 250,000 | 7 | " | " | 1892 | .... |  | 1st Mortgage (Ridgely Park)... | 300,000 | 7 | May & N. A. | " | 1912 | .... |  |
| Hannibal and St. Joseph: | | | | | | | | Joliet and Chicago (C. & Alton): | | | | | | | |
| Missouri State Loan..... | 1,500,000 | 6 | Jan. & July. | New York. | 77-'94 | 101 | | 1st Mortgage skg fund guar..... | 336,000 | 8 | Jan. & July. | New York. | 1882 | 108 | |
| Missouri State Loan..... | 1,500,000 | 6 | " | " | 87-'88 | 101 | | Junction, Philadelphia: | | | | | | | |
| Fifteen years' bonds (277 m.)... | 3,798,000 | 8 | March & Sept. | " | 1885 | 75 | | 1st Mortgage guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia | 1882 | 106 | |
| 1st Mort. (Q. & Palm R.R. 15 m.)... | 600,000 | 8 | Feb. & Aug. | " | 1892 | .... |  | 2d Mortgage not guaranteed..... | 300,000 | 6 | April & Oct. | " | 1900 | 100 | |
| 1st Mort. (K. City & Cam. R.R. 55 m.) | 1,200,000 | 10 | Jan. & July. | " | 1886 | .... |  |  |  |  |  |  |  |  |  |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Cohn."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | |
|--|-----------|-------|-------------------|-----------------|--------|--------|-------------------------------------|-----------|-------|-------------------|-----------------|--------|--------|------|
| | | | When. | Where. | | | | | | When. | Where. | | | |
| Kansas Pacific: | | | | | | | Louisville, Cincin. and Lexington: | | | | | | | |
| 1st Mort. (1st Div. 140 m.) gold. | 2,240,000 | 6* | Feb. & Aug. | N. Y. & St. Lo. | 1895 | .... | Bonds to State of Kentucky..... | 74,519 | 6 | Jan. & July. | New York. | Perp. | .... |  |
| 1st Mort. (2d Div. 253.94 m.) gold | 4,063,000 | 6* | June & Dec. | " | 1898 | .... | 1st Mortgage for Cincinnati Br.... | 3,000,000 | 7 | " | " | " | 1897 | .... |
| 1st M. (3d Div. 244.66m. & 3.0-0.000a) | 6,411,000 | 7* | May & Nov. | N. Y. L. & F. | 1899 | .... | 2d Mortgage for \$1,000,000..... | 878,000 | 8 | April & Oct. | " | " | 1900 | .... |
| 1st Mort. (1,000,000 acres)..... | 187,000 | 7 | March & Sept. | N. Y. & St. Lo. | 71-'76 | .... | Louisville Loan..... | 100,000 | 6 | Jan. & July. | " | " | 1881 | .... |
| 1st Mort. (2,000,000 acres) gold.... | 1,722,250 | 7* | Jan. & July. | N. Y. L. & F. | 1880 | .... | 1st Mort. (Louisville & Frankl.) | 39,000 | 6 | " | " | " | 73-'78 | .... |
| 2d Mort. (") gold..... | 1,500,000 | 7* | March & Sept. | " | 1886 | .... | 1st Mort. (Louis., Cin. and Lex.) | 21,000 | 8 | April & Oct. | " | " | 1902 | .... |
| 1st Mort. (Leavenworth Branch) | 600,000 | 7 | May & Nov. | N. Y. & St. Lo. | 1898 | .... | 1st Mortgage (Shelby R. R.).... | 88,500 | 8 | June & Dec. | " | " | 1881 | .... |
| 2d Mortgage (Gov't Subsidy)..... | 6,303,000 | 6 | Jan. & July. | U. S. Treas. | 95-'97 | .... | Louisville and Nashville: | | | | | | | |
| 3d Mortgage (Income)..... | 4,275,350 | 7 | March & Sept. | N. Y. L. & F. | 1916 | .... | 1st Mortgage (main line 185 m.).. | 176,000 | 7 | Jan. & July. | New York. | 1876 | .... |  |
| Kent County (Del.) | | | | | | | 1st Mortgage (Memp Br. 46.37m.).. | 47,000 | 7 | May & Nov. | Louisville. | 1876 | .... |  |
| 1st Mortgage for \$600,000..... | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | .... | 1st Mort. (Leb. Br. Ext. 73.2m.).. | 88,000 | 7 | " | " | " | 80-'85 | .... |
| Kentucky Central: | | | | | | | 1st Mort. (Memphis and Ohio).... | 3,500,000 | 7 | June & Dec. | New York. | 1901 | .... |  |
| 2d Mort. (Cov'gton & Lexington) | 844,000 | 7 | March & Sept. | New York. | 1883 | .... | 1st Mort. (Memp. & Clarksv. Br.) | 2,425,000 | 6* | Feb. & Aug. | " | " | 1902 | .... |
| 3d Mortgage..... | 237,000 | 7 | June & Dec. | " | 1885 | .... | Consol. M. for \$5,000,000 (392 m.) | 6,964,000 | 7 | April & Oct. | " | " | 1898 | 82 |
| Keokuk and Des Moines: | | | | | | | Louisville Loan..... | 849,000 | 6 | " | " | " | 86-'87 | .... |
| 1st Mortgage..... | 1,947,000 | 7 | April & Oct. | New York. | 1904 | .... | Louisville Loan (Lebanon Br.)... | 225,000 | 6 | May & Nov. | " | " | 1886 | .... |
| Funded Interest..... | 254,300 | 8 | " | " | 1884 | .... | Louisv. Loan (Leb. Br. Exten.)... | 333,000 | 6 | April & Oct. | Louisville. | 1893 | .... |  |
| Keokuk and St. Paul (C.B. & Q.): | | | | | | | Louisv., N. Al. & St. Lo. Air-Line | 2,875,000 | 7* | Jan. & July. | New York. | 1892 | .... |  |
| 1st Mortgage traffic guar..... | 864,500 | 8 | April & Oct. | Boston. | 1879 | 104 | 1st Mortgage gold, \$25,000 p. m.. | 300,000 | 7 | Jan. & July. | New York. | 1877 | .... |  |
| La Crosse, Trempealeau & Prescott: | | | | | | | 1st Mortgage not endorsed.... | 100,000 | 7 | " | " | " | 1887 | .... |
| 1st Mort. assumed by C. & N. W. | 1,000,000 | 10 | April & Oct. | New York. | 1877 | .... | Construct. Mort. end. by Ga. R.R. | 370,000 | 7 | " | " | " | 1879 | .... |
| La Crosse, Blooming. & Miss. (T.W. & W.) | | | | | | | Macon and Brunswick: | | | | | | | |
| 1st Mortgage gold guar..... | 1,300,000 | 7* | Feb. & Aug. | New York. | 1891 | 60 | 1st Mort. endorsed by Ga..... | 1,900,000 | 7 | Jan. & July. | New York. | 1887 | .... |  |
| La Crosse, Bloom. & Bloom. (T.W. & W.) | | | | | | | 1st Mort. " " " " " " " " | 600,000 | 7 | May & Nov. | " | " | 1900 | .... |
| 1st Mortgage gold guar..... | 1,500,000 | 7* | Feb. & Aug. | New York. | 1901 | 40 | 2d Mortgage..... | 1,100,000 | 7 | April & Oct. | " | " | 1889 | .... |
| Lake Erie and Louisville: | | | | | | | Equipment Mortgage..... | 150,000 | 7 | " | " | " | 1879 | .... |
| 1st Mortgage..... | 1,092,000 | 7 | April & Oct. | New York. | 1892 | .... | Madison and Portage: | | | | | | | |
| 2d Mortgage..... | 590,000 | 7 | Jan. & July. | " | 1903 | .... | 1st Mort., guar. by Chl. and Sup. | 600,000 | 7 | April & Oct. | New York. | 1890 | .... |  |
| Lake Ontario Shore: | | | | | | | Maine Central: | | | | | | | |
| 1st Mortgage (\$20,000 pr. m.).... | 1,438,200 | 7* | Jan. & July. | New York. | 1897 | .... | Consolidated Mortgage..... | 923,300 | 6 | April & Oct. | Boston. | 1912 | 95 | |
| Lake Shore & Michigan South'n. | | | | | | | \$1,110,000 Loan, tax free..... | 756,900 | 6 | Jan. & July. | " | " | 1898 | 91 |
| Sinking Fund Mortgage..... | 1,198,000 | 7 | April & Oct. | New York. | 1879 | .... | Extension (gold) Loan..... | 496,500 | 6 | April & Oct. | " | " | 1900 | .... |
| Consol. Mort., S.F., Reg'd'd.... | 6,115,000 | 7 | Jan. & July. | " | 1900 | 92 | 1st Mort. (Belfast & Moosehead) | 150,000 | 6* | May & Nov. | Belfast & Bost. | 1890 | .... |  |
| Consol. Mort., S.F., Corpor.... | 8,471,000 | 7 | June & Dec. | " | 1903 | 96 | \$1,100,000 (A. & Ken.) Loan.... | 1,100,000 | 6 | Jan. and July. | Boston. | 90-'91 | 96 | |
| 2d Consol. Mort. for \$25,000,000 | 3,529,000 | 7 | April & Oct. | " | 1882 | .... | 1st Mortgage (Portland & Ken.) | 217,300 | 6 | April & Oct. | Augusta. | 1885 | .... |  |
| Bonds of 1882 (Reg. & Coupon) | 1,442,000 | 7 | " | " | 1899 | 99 | Consol. (Port. & Kennebec) Loan | 1,166,700 | 6 | " | Boston. | 1896 | .... |  |
| Lake Shore Dividend Bonds.... | 1,000,000 | 7 | Jan. & July. | " | 1880 | 102 | 2d Mort. (Somerset & Kennebec) | 280,000 | 6 | June & Dec. | " | " | 1876 | .... |
| Reg. Mort. (Clev., Pain. & Ash.) | 1,000,000 | 7 | April & Oct. | " | 1892 | 101 | 1st Mort. (Leeds & Farington) | 633,000 | 6 | Jan. & July. | " | " | 1901 | .... |
| 1st Mort. (Mich. So. & Nor. Ind.) | 5,256,000 | 7 | May & Nov. | " | 1885 | 108 | Bath (Androscoogin) Loan..... | 425,000 | 6 | " | " | " | 1891 | .... |
| 2d Mort. (") " " " " " | 2,692,000 | 7 | " | " | 1877 | 103 | Mansfield & Framing. (B.C. & F.) | 300,000 | 7 | Jan. & July. | Boston. | 1889 | 93 | |
| 1st Mort. (Cleveland & Toledo) | 1,595,000 | 7 | Jan. & July. | " | 1886 | 106 | 1st Mortgage, guaranteed..... | 1,050,000 | 7* | Feb. & Aug. | London. | 1891 | .... |  |
| 2d Mort. (") " " " " " | 819,000 | 7 | April & Oct. | " | 1886 | 102 | Marietta and Cincinnati: | | | | | | | |
| Mort. Bonds (Buffalo and Erie) | 200,000 | 7 | Jan. & July. | " | 1882 | .... | 1st Mortgage, Sterling..... | 2,450,000 | 7 | " | Baltimore. | 1891 | 106 | |
| Mort. Bonds (") " " " " " | 300,000 | 7 | March & Sept. | " | 1886 | .... | 2d Mortgage Dollar..... | 2,500,000 | 7 | May & Nov. | " | " | 1896 | 99 |
| Mort. Bonds (") " " " " " | 2,850,000 | 7 | April & Oct. | " | 1898 | 103 | 3d Mortgage Dollar..... | 3,000,000 | 8 | Jan. & July. | " | " | 1900 | 78 |
| 1st M. (Det'r., Monroe & Toledo) | 924,000 | 7 | Feb. & Aug. | " | 1876 | 100 | 4th Mortgage..... | 2,004,000 | 8 | April & Oct. | " | " | 1908 | .... |
| 1st M. (Kalam. & White Pigeon) | 400,000 | 7 | Jan. & July. | " | 1890 | 83 | 1st Mort. (Scioto & Hock. Val.) | 300,000 | 7 | May & Nov. | " | " | 1888 | .... |
| 1st M. (School. & Three Rivers) | 100,000 | 8 | " | " | 1887 | .... | Marietta, Pittsburg & Cleveland: | | | | | | | |
| 1st M. (Kalamaz. & Schoolcraft) | 100,000 | 8 | " | " | 1887 | .... | 1st Mortgage gold..... | 1,500,000 | 7* | Feb. & Aug. | New York. | 1895 | .... |  |
| 1st M. (Kal., Allegan & Gr. Rap.) | 840,000 | 8 | " | " | 1888 | 97 | Marquette, Houghton & Ontonagon: | | | | | | | |
| 1st M. (Jamestown & Franklin) | 460,000 | 7 | " | " | 1894 | .... | 1st Mortgage (Marq. & Ont.)... | 1,760,000 | 8 | Jun. & Dec. | New York. | 1892 | .... |  |
| 2d M. (") " " " " " | 500,000 | 7 | June & Dec. | " | 1894 | .... | 1st Mort. (Houghton and Ont.)... | 2,000,000 | 8 | Jan. & July. | " | " | 1892 | .... |
| Lake Shore & Tuscarawas Valley: | | | | | | | Consolidated Mortgage..... | 1,454,000 | 8-10 | Various. | " | " | 92-'03 | .... |
| 1st Mortgage gold..... | 2,000,000 | 7* | April & Oct. | Cleveland, O. | 1901 | .... | Massawippi Valley (C. & P. R.): | | | | | | | |
| 2d Mortgage, for \$1,000,000.... | 696,000 | 7 | " | " | 1892 | .... | 1st Mortgage guaranteed..... | 400,000 | 6* | Jan. & July. | Boston. | 1876 | 90 | |
| Elyria and Black Riv. b'ds ass'd | 180,000 | 7 | May & Nov. | " | 1892 | .... | Maryland and Delaware: | | | | | | | |
| Lake Superior & Mississippi: | | | | | | | 1st Mortgage..... | 850,000 | 6 | May & Nov. | Boston. | 1885 | 20 | |
| 1st Mort. skg fund gold tax free | 4,500,000 | 7* | Jan. & July. | N.Y.-Bost.-Ph. | 1896 | 43 | 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | " | 1889 | .... |
| 2d Mort. gold tax free and conv. | 3,200,000 | 7* | April & Oct. | " | 1900 | .... | Massillon & Cleve. (C.M. V. & D.) | | | | | | | |
| Income Bonds..... | 3,200,000 | 10 | " | " | 1902 | .... | 1st Mortgage guaranteed, gold.. | 100,000 | 7* | Jan. & July. | New York. | 1890 | .... |  |
| Lawrence (P. Ft. W. & Chl.): | | | | | | | 1st Mortgage..... | 600,000 | 7* | Jan. & July. | New York. | 1890 | .... |  |
| 1st Mortgage, guaranteed..... | 355,000 | 7 | Feb. & Aug. | New York. | 1895 | .... | Memphis and Charleston: | | | | | | | |
| Leavenworth, Atch. & N. West'n: | | | | | | | 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1880 | .... |  |
| 1st Mort. guar. by Pac. of Mo.... | 500,000 | 7 | April & Oct. | New York. | 1899 | .... | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | " | 1885 | .... |
| Leaven, Lawrence & Galveston: | | | | | | | Tennessee State Loan..... | 1,814,142 | 6 | " | " | " | 73-'78 | .... |
| 1st Mort. skg fund conv. gold.... | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1899 | 20 | Income Bonds..... | 600,000 | 10 | March & Sept. | " | " | .... |  |
| 1st Mort. (K. O. & San. Fe) guar. | 720,000 | 10 | May & Nov. | Boston. | 1890 | .... | Memphis and Little Rock: | | | | | | | |
| 1st Mort. (Southern Kan.) guar | 160,000 | 8 | June & Dec. | " | 1891 | .... | 1st Mortgage (Land Grant).... | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... |  |
| Lehigh and Lackawanna: | | | | | | | 2d Mortgage..... | 1,000,000 | 8 | " | " | " | .... |  |
| 1st Mortgage tax free..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... | Michigan Air Line (Mich. Cent.): | | | | | | | |
| Lehigh Valley: | | | | | | | 1st Mort. (South Bend Div.) ass'd | 200,000 | 8 | May and Nov. | New York. | 1890 | 100 | |
| 1st Mortgage (new loan)..... | 5,000,000 | 6 | June & Dec. | Philadelphia. | 1898 | 103 | Michigan Central: | | | | | | | |
| 2d Mortgage (") reg.... | 6,000,000 | 7 | March & Sept. | " | 1910 | 109 | 1st Mortgage, convertible..... | 556,000 | 8 | April & Oct. | Boston. | 1882 | .... |  |
| General Mort. for \$40,000,000.. | 5,000,000 | 6* | June & Dec. | " | 1923 | 99 | 1st Mortgage sinking fund conv. | 1,517,000 | 8 | " | " | " | 1882 | 113 |
| General Mort., registered..... | 5,000,000 | 6* | " | " | 1922 | .... | Consol. Mortgage for \$10,000,000 | 8,000,000 | 7 | May & Nov. | New York. | 1902 | 103 | |
| Lewisb. Centre & Spruce C. (P. & E.) | | | | | | | 1st Mort. (Mich. Air Line) ass'd | 1,900,000 | 8 | Jan. & July. | " | " | 1890 | 100 |
| 1st Mortgage..... | 1,545,000 | 7 | May & Nov. | Philadelphia. | 1902 | .... | Equipment Bonds for \$300,000.. | 600,000 | 8 | Apr. and Oct. | N. Y. & Bost. | 1883 | 102 | |
| Lexington & St. Louis (A. & P.): | | | | | | | Michigan Lake Shore: | | | | | | | |
| 1st Mortgage gold..... | 1,000,000 | 6* | June & Dec. | New York. | 1899 | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|------------|-------|-------------------|----------------|---------|--------|--|--------------|-------|-------------------|------------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Minneapolis & St. L. (Nor. Pacifc) | \$ 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | N.O., Jack. & Gt. N. (N.O. St. L. & C.): | \$ 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage gold, guaranteed.. | 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | 1st Mortgage..... | 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| Minnesota and North Western: | | | | | | | 2d Mortgage for \$3,000,000..... | 1,500,000 | 8 | April & Oct. | " | 1890 | .... |
| 1st Mort. gold, skg fd & tax free | 20,000pm | 7* | Jan. & July. | Detroit. | 1890 | .... | Consol. Mort. for \$8,000,000..... | 3,000,000 | 7* | Jan. & July. | " | 1912 | .... |
| Mississippi Cent. (N.O. St. L. & Chi.): | | | | | | | New Orleans, Mobile and Texas: | | | | | | |
| 1st Mortgage..... | 1,012,500 | 7 | May & Nov. | New York. | '74-'84 | .... | 1st Mort. (Mobile to N. Orleans) | 4,000,000 | 7* | Jan. & July. | N. Y. & Lond. | 1915 | .... |
| 2d Mortgage..... | 2,000,000 | 8 | Feb. & Aug. | " | 1886 | .... | 1st Mort. (N. Orleans to Texas) | 7,250,000 | 8 | " | New York. | 1915 | .... |
| General Mort. for \$8,000,000 gold | 3,707,500 | 7* | May & Nov. | " | 1912 | .... | 2d Mort. endorsed by Louisiana. | 2,825,000 | 8 | " | " | 1915 | .... |
| Mississippi, Ouachita & Red Riv.: | | | | | | | New York, Boston and Montreal: | | | | | | |
| 1st Mortgage gold..... | 2,040,000 | 7* | Jan. & July. | ..... | 1900 | .... | 1st Mortgage for \$12,250,000..... | 6,617,500 | 7* | Feb. & Aug. | N. Y. or Lond. | 1903 | .... |
| Mississippi and Tennessee: | | | | | | | New York & Canada (D. & H.C.): | | | | | | |
| 1st Mortgage..... | 660,000 | 7 | April & Oct. | Memphis. | 1876 | .... | 1st Mort. for \$800,000, guar..... | 4,000,000 | 6* | May & Nov. | London. | 1904 | .... |
| Consolidated Mortgage..... | 1,254,000 | 8 | Jan. & July. | " | '81-'93 | .... | New York Central & Hudson R.: | | | | | | |
| Tennessee State Loan..... | 430,647 | 6 | ..... | " | ..... | .... | Debt Certificates (N. Y. Cent.) | 5,836,626 | 6 | May & Nov. | New York. | 1883 | 103 |
| Mississippi Valley and Western: | | | | | | | Bonds for debts assem'd (N. Y. C.) | 1,514,000 | 7 | Feb. & Aug. | " | 1876 | 102 |
| 1st Mortgage \$20,000 p. m..... | 800,000 | 7 | Feb. & Aug. | New York. | 1902 | .... | Bonds for R. & N. F. stk (") | 74,500 | 6 | May & Nov. | " | 1883 | .... |
| Missouri, Iowa and Nebraska: | | | | | | | Bonds for R. R. Stocks (") | 592,000 | 6 | " | " | 1883 | 100 |
| 1st Mortgage gold, sinking fund. | 2,000,000 | 7* | June & Dec. | ..... | 1910 | .... | Bonds for Real Estate (") | 162,000 | 6 | " | " | 1883 | 100 |
| Missouri, Kansas and Texas: | | | | | | | Bonds of 1854 renewed (") | 2,431,000 | 6 | June & Dec. | " | 1887 | 104 |
| 1st Mort. (U. Pac. S. R.) skg fund | 3,220,000 | 6* | Jan. & July. | New York. | 1899 | .... | 2d Mort. (Hudson River) S. F.: | 1,794,000 | 7 | " | " | 1885 | 111 |
| 1st Mort. (Teb. & Neosho) S. F. | 362,000 | 7* | June & Dec. | " | 1903 | .... | Bonds of 1871, tax free..... | 1,950,000 | 7 | April & Oct. | " | 1891 | .... |
| Consol. Land Grant, skg fd gold | 10,418,000 | 7* | Feb. & Aug. | " | 1904 | .... | 1st Mort., coup. } for \$50,000,000 | 3,904,000 | 7 | Jan. & July. | " | 1903 | 122 |
| Additional Consol. Mort..... | 2,500,000 | 7 | " | " | 1905 | .... | 1st Mort., reg'd } | 9,733,333 | 6* | " | London. | 1903 | .... |
| Further Add. Consol. Mort..... | 900,000 | 7 | " | " | 1908 | .... | 1st Mort. Sterling for £2,000,000 | | | | | | |
| Missouri River, Ft. Scott & Gulf: | | | | | | | New York and Harlem: | | | | | | |
| 1st Mortgage, Land Grant, S. F. | 5,000,000 | 10 | Jan. & July. | New York. | 1889 | 54 | Consolidated Mortgage of 1863.. | 103,000 | 6 | Feb. & Aug. | New York. | 1893 | .... |
| 2d Mortgage..... | 2,000,000 | 10 | April & Oct. | N. Y. & Bost. | 1890 | .... | Sinking Fund Mortgage of 1861. | 108,899 | 7 | Jan. & July. | " | 1881 | .... |
| Mobile and Girard. | | | | | | | Consol. Mort. of 1872, coupon. | 6,822,000 | 7 | May & Nov. | " | 1900 | 113 |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | Savannah. | 1876 | .... | Consol. Mort. of 1872, reg. } | | | | " | 1900 | .... |
| 2d Mortgage..... | 300,000 | 8 | " | New York. | 1889 | .... | N. York, Houston & Northern: | | | | | | |
| Plain bonds..... | 33,500 | 8 | " | Savannah. | 1887 | .... | 1st Mortgage..... | 249,000 | 7* | April & Oct. | New York. | 1902 | .... |
| Mobile and Montgomery: | | | | | | | New York, Kingston & Syracuse: | | | | | | |
| 1st Mort. endor. by State of Ala. | 2,434,000 | 8* | May & Nov. | New York. | 1900 | .... | 1st Mort. for \$4,000,000..... | 2,500,000 | 7* | Jan. & July. | New York. | 1902 | .. |
| 2d Mortgage..... | 800,000 | 8 | " | " | 1900 | .... | New York, N. Haven & Hartford: | | | | | | |
| Mobile and Ohio: | | | | | | | 1st Mort. (Hartford & Portchester) | 1,000,000 | 7 | ..... | New York. | 1903 | .... |
| 1st Mortgage Sterling..... | 5,686,000 | 6* | May & Nov. | Mob. & Lond. | 1883 | .... | New York and Oswego Midland: | | | | | | |
| Interest bonds..... | 1,524,300 | 8 | " | " | 1883 | .... | 1st Mortgage gold, tax free..... | 8,000,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| Sterling Interest bonds..... | 769,920 | 6 | " | Mobile. | '76-'83 | .... | 2d Mortgage convertible..... | 2,500,000 | 7 | May & Nov. | " | 1895 | .... |
| Tennessee Substitution Bonds.. | 1,688,000 | 7* | Jan. & July. | N. Y. & Lond. | 1901 | .... | 2d Mortgage non-convertible..... | 1,500,000 | 7 | " | " | 1896 | .... |
| Special Mort. (Gainesville Br'h) | 63,000 | 8 | May & Nov. | Mobile. | ..... | .... | 3d Mort., Equipment..... | 3,800,000 | 7 | ..... | " | .... | .... |
| 2d Mortgage..... | 1,453,858 | 8 | March. | " | 1877 | .... | 1st Mort., (West. Extension)... | 2,425,000 | 7 | ..... | " | .... | .... |
| Consol. Mort. for \$15,000,000... | 977,550 | 8 | Jan. & July. | N. Y. & Lond. | 1904 | .... | Consolidated Mortgage..... | 1,200,000 | 7 | ..... | " | .... | .... |
| Convertible 3 per cent. bonds.. | 977,550 | 8 | M. J. S. & D. | New York. | ..... | .... | New York, Providence & Boston: | | | | | | |
| Montclair (N. Y. and O. Mid.): | | | | | | | 1st Mortgage..... | 76,000 | 6 | Feb. & Aug. | New York. | 1878 | .... |
| 1st Mortgage gold, guar..... | 1,900,000 | 7* | March & Sept. | New York. | ..... | .... | Improvement Bonds..... | 140,000 | 7 | Jan. & July. | " | 1876 | .... |
| 2d Mortgage..... | 780,000 | 7 | ..... | " | ..... | .... | Extension Bonds..... | 250,000 | 6 | May & Nov. | " | '78-'81 | .... |
| Income Mortgage..... | 888,400 | 7 | ..... | " | ..... | .... | General Mort. for \$1,000,000... | 827,000 | 7 | Jan. & July. | " | 1899 | .... |
| Montgomery and Erie (Erie): | | | | | | | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| 1st Mortgage..... | 127,000 | 7 | May & Nov. | New York. | 1888 | .... | 1st Mortgage..... | 306,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| 2d "..... | 47,000 | 7 | April & Oct. | " | 1887 | .... | 1st Mortgage..... | 157,000 | 7 | " | " | 1877 | .... |
| Montgomery and Bufaula: | | | | | | | 2d Mortgage..... | 458,000 | 8 | " | Norfolk. | 1893 | .... |
| 1st Mortgage end. by Ala. gold. | 1,040,000 | 8* | March & Sept. | New York. | 1886 | .... | North Carolina: | | | | | | |
| 1st Mortgage not endorsed..... | 330,000 | 8 | June and Dec. | " | 1900 | .... | 1st Mortgage..... | 375,000 | 8 | May & Nov. | Co's Shops, N.C. | 1878 | .... |
| Monticello and Port Jervis: | | | | | | | North Eastern (S. Car.): | | | | | | |
| 1st Mortgage gold, tax free..... | 600,000 | 7* | J. A. J. & O. | New York. | 1890 | .... | 1st Mortgage..... | 820,000 | 8 | March & Sept. | Charleston. | 1899 | .... |
| Morris and Essex (D. L. & W.): | | | | | | | 2d Mortgage..... | 226,600 | 8 | " | " | 1899 | .... |
| 1st Mortgage sinking fund, guar. | 5,000,000 | 7 | May & Nov. | New York. | 1914 | 115 | North Missouri (St. L., K.C. & N.): | | | | | | |
| 2d Mortgage guar..... | 2,000,000 | 7 | Feb. & Aug. | " | 1891 | 107 | 1st Mortgage..... | 3,000,000 | 7 | Jan. & July. | New York. | 1895 | 90 |
| Convertible bonds..... | 354,000 | 7 | Jan. & July. | " | 1900 | 100 | North Pennsylvania: | | | | | | |
| Construction bonds of 1871..... | 573,000 | 7 | Feb. and Aug. | " | 1889 | 101 | 1st Mortgage..... | 1,930,500 | 6 | Jan. & July. | Philadelphia. | 1885 | 104 |
| Gen'l M. (1st on Boont-n Br.) gr. | 4,821,000 | 7 | April & Oct. | " | 1901 | 109 | 2d Mortgage..... | 1,500,000 | 7 | May & Nov. | " | 1896 | 109 |
| Special Mortgage..... | 1,029,000 | 7 | ..... | " | ..... | .... | Chattel Mortgage..... | 360,000 | 10 | April & Oct. | " | 1877 | .... |
| Consol. mort. for \$25,000,000 guar | 3,000,000 | 7 | June & Dec. | " | 1915 | 105 | General Mortgage..... | 436,500 | 7 | Jan. & July. | " | 1903 | 104 |
| Nashville, Chattanooga & St. Louis: | | | | | | | North Shore (Flush., N.S. & Cent): | | | | | | |
| 1st Mort., endorsed by Tenn..... | 1,450,000 | 6 | Jan. & July. | New York. | '74-'83 | 82 | 1st Mortgage..... | 155,000 | 7 | Feb. & Aug. | New York. | 1887 | .... |
| 2d Mort. (Government Subsidy) | 1,000,000 | 4 | " | " | '81-'91 | .... | Northern Central: | | | | | | |
| New Mortgage..... | 5,800,000 | 7 | " | " | 1913 | .... | 1st Mortgage, Md. State loan... | 1,500,000 | 6 | J. A. J. & O. | Annapolis. | Irred. | .... |
| Nashville and Decatur (L. & Nash.) | | | | | | | 2d Mortgage S. F. Coupon..... | 1,570,000 | 6 | Jan. & July. | Baltimore. | 1885 | 101 |
| 1st Mortgage sinking fund, guar. | 2,100,000 | 7 | Jan. & July. | New York. | 1900 | .... | 3d Mortgage Coupon..... | 1,126,000 | 6 | April & Oct. | Phila. & Balt. | 1900 | 96 |
| 2d Mortgage gold..... | 500,000 | 6* | April & Oct. | Nashville. | 1887 | .... | 3d Mort. (York & Cumb.) guar. | 500,000 | 6 | Jan. & July. | Baltimore. | 1877 | 97 |
| Naugatuck: | | | | | | | Income conv. coupon..... | 1,000,000 | 7 | April & Oct. | Harrisburg. | 1880 | .... |
| 1st Mortgage..... | 102,000 | 7 | Jan. & July. | Bridgeport. | 1876 | .... | Income coupon..... | 3,000,000 | 7 | Jan. & July. | " | 1922 | .... |
| Newark & New York (C. of N. J.): | | | | | | | Consol. Mort. coupon..... | 2,569,000 | 6* | " | Baltimore. | 1900 | 97 |
| 1st Mortgage guar..... | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... | Consol. Mort. registered..... | 205,000 | 6* | April & Oct. | " | 1900 | .... |
| Newark, Somerset & Straitsville: | | | | | | | Consol. General Mort. S. F..... | 2,000,000 | 6* | Jan. & July. | Lond. & Balt. | 1904 | .... |
| 1st Mortgage gold..... | 880,000 | 7* | May & Nov. | New York. | 1889 | 101 | Northern New Jersey (Erie): | | | | | | |
| New Bedford: | | | | | | | 1st Mortgage skg fd guar..... | 400,000 | 7 | Jan. & July. | Jersey City. | 1878 | .... |
| 1st Mort. (New Bed. & Taunton) | 171,500 | 6 | Jan. & July. | Boston. | 1881 | 98 | Northern Pacific: | | | | | | |
| New Issue for \$360,000..... | 400,000 | 7 | " | " | 1894 | 107 | 1st Mort. on R.R. & lands gold... | 30,097,600 | 7.3* | Jan. & July. | New York. | 1900 | 16 |
| New Haven and Derby: | | | | | | | Northwestern Virginia: | | | | | | |
| 1st Mortgage..... | 525,000 | 7 | Various. | New Haven. | 98-'00 | .... | 3d Mort., assumed by B. and O. | 140,000 | 6 | Jan. & July. | Baltimore. | 1885 | 100 |
| New H. Middle'n & Willman: | | | | | | | Northwestern Union (C. & N. W.): | | | | | | |
| 1st Mortgage (coup. & reg.)... | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... | 1st Mortgage..... | 3,500,000 | 7* | ..... | New York. | .... | .... |
| 2d Mortgage..... | 2,000,000 | 7 | " | " | 1881 | .... | Norwich & Worcester (B. H. & E.): | | | | | | |
| New Haven and Northampton: | | | | | | | 1st Mort. Mass. Loan, skg. fd... | 400,000 | 6* | Jan. & July. | Boston. | 1877 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... | Construction Bonds..... | 150,000 | 7 | " | " | 1877 | .... |
| Convertible bonds, tax free..... | 750,000 | 6 | April & Oct. | " | '80-'82 | .... | Nyack and Northern: | | | | | | |
| Holyoke and Westfield & bonds.. | 200,000 | 7 | " | " | 1891 | .... | 1st Mortgage..... | 150,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| New Jersey Midland (N.Y. & O.M.): | | | | | | | Ogdensburg and Lake Champlain: | | | | | | |
| 1st Mortgage gold, guar..... | 3,000,000 | 7* | Feb. & Aug. | New York. | 1895 | .... | Equipment Mortgage..... | 370,000 | 8 | Jan. & July. | Boston. | 1878 | 93 |
| 2d Mortgage..... | 1,500,000 | 7 | " | " | 1881 | .... | Equipment Mortgage..... | 200,000 | 8 | " | " | 1879 | .... |
| New Jersey and New York: | | | | | | | Sinking Fund Bonds..... | 468,000 | 8 | March & Sept. | " | 1890 | 98 |
| 1st Mortgage..... | 500,000 | 7* | March & Sept. | N. Y. or Lond. | 1893 | .... | Ohio and Mississippi: | | | | | | |
| New Jersey Southern: | | | | | | | Consolidated Mort. Bonds..... | 3,067,000 | 7 | Jan. & July. | New York. | 1898 | 89 |
| 1st Mortgage..... | 2,000,000 | 7 | May & Nov. | New York. | 1889 | 28 | Consolidated S. F. Mortgage..... | 3,556,000 | 7 | " | " | 1898 | 91 |
| 1st Mort. (Tom's River Branch) | 120,000 | 6 | April & Oct. | " | 1888 | .... | Consolidated Mort., Sterling.... | 112,000 | 7* | " | London. | 1898 | .... |
| 2d Mortgage..... | 1,000,000 | 7 | March & Sept. | " | 1881 | .... | 2d Consol. Mort. & S. F. Bonds. | 3,672,000 | 7 | April & Oct. | New York. | 1911 | 60 |
| Consol. Mort. for \$7,000,000..... | 6,300,000 | 7 | April & Oct. | " | 1903 | .... | Income and Funded Debt Bonds | 174,000 | 7 | " | New York. | 1882 | .... |
| Income Mortgage..... | 750,000 | 7 | " | " | 1881 | .... | Debenture Sinking Fund Bonds | 180,000 | 7 | May & Nov. | New York. | 1883 | .... |
| New Jersey West Line: | | | | | | | 1st Mort. (Springfield Division). | 3,000,000 | 7 | May & Nov. | " | 1905 | 80 |
| 1st Mort. gold, for \$3,000,000.... | 3,000,000 | 7* | May & Nov. | New York. | 1900 | .... | Oil Creek and Allegheny River: | | | | | | |
| New London Northern (Cen. Vt.): | | | | | | | 1st Mortgage (J. O. C. R.)..... | 580,000 | 7 | April & Oct. | Philadelphia. | 1890 | 50 |
| 1st Mortgage..... | 300,000 | 6 | April & Oct. | New York. | 1885 | .... | 1st Mort. (Warren & Franklin). | 1,500,000 | 7 | Feb. & Aug. | " | 1882 | 83 |
| 2d Mortgage..... | 500,000 | 7 | June and Dec. | " | 1892 | .... | 1st Mort. (Union & Titusville). | 500,000 | 7 | Jan. & July. | " | 1890 | .... |
| | | | | | | | Consolidated Mortgage..... | 1,100,000 | 7 | May & Nov. | " | 1888 | 6 |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|----------------|---------|--------|--------------------------------------|-----------|-------|-------------------|----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Old Colony: | | | | | | | Philadelphia, Wilmington & Balt.: | | | | | | |
| Plain Bonds..... | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | 102½ | Mortgage Loan, convertible.... | 302,000 | 6 | Jan. & July. | Phila. & Bost. | 1884 | 101½ |
| Plain Bonds..... | 32,000 | 5 | " | " | 1884 | 95 | Loan of 1866..... | 400,000 | 6 | April & Oct. | " | 1876 | ... |
| Plain Bonds..... | 1,388,000 | 7 | Feb. & Aug. | " | 1877 | 101½ | Loan of 1867..... | 1,000,000 | 6 | " | " | 1887 | 100½ |
| New Bonds for \$3,000,000..... | 1,692,000 | 7 | March & Sept. | " | 1894 | 111 | Loan of 1872..... | 500,000 | 6 | " | " | 1892 | ... |
| Cape Cod Railroad Bonds..... | 265,500 | 7 | Feb. and Aug. | " | 1881 | ... | Pickering Valley (Phila. & Rdg.): | | | | | | |
| Omaha and Northwestern: | | | | | | | 1st Mortgage, guaranteed..... | 331,800 | 7 | April & Oct. | Philadelphia. | 1900 | .... |
| 1st Mort. Land Grant, Gold..... | 16,000 pm | 7.3* | Jan. & July. | New York. | 1901 | ... | Pittsburg, Clin. & St. Louis (Pa.): | | | | | | |
| Omaha and Southwestern: | | | | | | | 1st Mort. (Col. & Newark Div.)... | 775,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| 1st Mortgage \$20,000 p. m..... | 1,034,000 | 8 | June & Dec. | Boston. | 1896 | 90 | 1st Mort. (Steub. & Ind.) conv..... | 3,000,000 | 6 | Monthly. | New York. | 1884 | ... |
| Orange, Alex. and Manassas— | | | | | | | Consol. Mortgage for \$10,000,000... | 6,222,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | 75 |
| See Wash. C., Va. Mid. & Gt. So. | | | | | | | Consolidated 2d Mortgage..... | 5,000,000 | 7 | April & Oct. | " | 1913 | .... |
| Oregon and California: | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mortgage gold..... | 10,950,000 | 7* | April & Oct. | New York. | ... | ... | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 113½ |
| Osgo Valley & Southern Kansas: | | | | | | | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | ... |
| 1st Mortgage (5-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | ... | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | ... |
| Oshkosh & Miss. (C., M. & S. P.): | | | | | | | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | ... |
| 1st Mortgage..... | 240,000 | 8 | Jan. & July. | New York. | 1891 | ... | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | ... |
| Oswego and Rome (R. W. & O.): | | | | | | | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | ... |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1916 | ... | 2d Mortgage (Series G)..... | 860,000 | 7 | Jan. & July. | " | 1912 | 107½ |
| Income Mortgage..... | 112,100 | 6 | Feb. & Aug. | " | 1891 | ... | 2d Mortgage (Series H)..... | 860,000 | 7 | Feb. & Aug. | " | 1912 | ... |
| Oswego and Syracuse (D. L. & W.): | | | | | | | 2d Mortgage (Series I)..... | 860,000 | 7 | March & Sept. | " | 1912 | ... |
| 1st Mortgage, guaranteed..... | 201,000 | 7 | May & Nov. | New York. | 1885 | ... | 2d Mortgage (Series K)..... | 860,000 | 7 | April & Oct. | " | 1912 | ... |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series L)..... | 860,000 | 7 | May & Nov. | " | 1912 | ... |
| 1st Mortgage guar. by C. B. & Q. | 1,131,000 | 8 | Jan. & July. | N. Y. & Bost. | 1900 | 99 | 2d Mortgage (Series M)..... | 860,000 | 7 | June & Dec. | " | 1912 | ... |
| Owensboro' and Russellville: | | | | | | | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1912 | 100 |
| 1st Mortgage for \$1,500,000..... | 1,500,000 | 8 | Feb. & Aug. | New York. | 1892 | ... | Bridge (O. & P. R. R.) bonds..... | 27,500 | 7 | May & Nov. | Philadelphia. | 1876 | ... |
| Pacific of Missouri (Atl. & Pac.): | | | | | | | Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | New York. | 1887 | ... |
| 1st Mortgage gold..... | 7,000,000 | 6* | Feb. & Aug. | New York. | 1888 | 82 | Equipment bonds..... | 1,000,000 | 8 | March & Sept. | " | 1884 | ... |
| 2d Mortgage sinking fund..... | 2,804,000 | 7 | Jan. & July. | " | 1891 | 75 | Pittsburg, Va. and Charleston: | | | | | | |
| Income Bonds..... | 1,500,000 | 7 | Mar. and Sept. | " | 1892 | ... | 1st Mortgage..... | 700,000 | 7 | April & Oct. | New York. | 1902 | .... |
| St. Louis County Debt..... | 700,900 | 7 | Monthly. | St. Louis. | 1885 | ... | Pittsburg, Wash'gton & Baltimore: | | | | | | |
| Real Estate Bonds..... | 800,000 | 8 | May & Nov. | New York. | 1892 | ... | 1st Mort. (Pittsb. & Conn'sville)... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 99½ |
| 1st Mort. (Carondelet Branch)... | 500,000 | 6* | April & Oct. | " | 1893 | 69 | 2d Mort. do. (Balt. Loan)..... | 5,000,000 | 6 | May & Nov. | " | 1902 | ... |
| 1st Mort. (Leav. Atch. & N. W.) | 500,000 | 7 | " | " | 1889 | ... | 1st Mort. (Turtle Cr. Div. 10½ m) | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | ... |
| 1st Mort. (Lex. & St. Louis) gold | 900,000 | 6* | June & Dec. | " | 1899 | ... | Real Estate Mortgage..... | 100,000 | 6 | " | Baltimore. | 1883 | ... |
| Paducah and Memphis: | | | | | | | Plymouth, Kankakee & Pacific: | | | | | | |
| 1st Mortgage gold for \$2,805,000. | 1,541,000 | 7* | Feb. & Aug. | New York. | 1902 | ... | 1st Mortgage for \$3,600,000..... | 20,000 pm | 7* | Jan. & July. | New York. | 1901 | ... |
| Panama: | | | | | | | Port Huron and Lake Michigan: | | | | | | |
| General Mortgage, stg £597,800. | 2,889,330 | 7* | April & Oct. | London. | 1897 | ... | 1st Mortgage gold, for \$1,800,000 | 1,800,000 | 7 | May & Nov. | New York. | 1899 | ... |
| Paris and Decatur: | | | | | | | Portland & Ogdensburg (Me. & N.H.): | | | | | | |
| 1st Mortgage gold, S. F..... | 1,200,000 | 7* | Jan. & July. | N. Y. & Lond. | 1892 | ... | 1st Mort. (Maine Section) gold.. | 800,000 | 6* | Jan. & July. | Boston. | 1900 | ... |
| Petersburg and Newark (Erie): | | | | | | | Consol. Mort. gold, for \$3,300,000 | 149,000 | 6* | May & Nov. | " | 1901 | 50½ |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1878 | ... | Portland and Ogdensburg (Vt.): | | | | | | |
| Pekin, Line. & Decatur (T.W. & W.): | | | | | | | 1st Mortgage gold, for \$2,300,000 | 700,000 | 6* | May & Nov. | N. Y. & Bost. | 1890 | 46 |
| 1st Mortgage guaranteed..... | 1,076,000 | 7 | Feb. & Aug. | New York. | 1900 | 60 | Portland and Oxford Central: | | | | | | |
| Pemberton & Hights (U. O. of N.): | | | | | | | 1st Mortgage of 1863..... | 250,000 | 6 | Jan. & July. | Portland. | 1883 | .... |
| 1st Mortgage guaranteed..... | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | 100 | Portland and Rochester: | | | | | | |
| Peninsular (Mich.) Railway: | | | | | | | 1st Mort. (Portland Loan) skg fd | 700,000 | 6 | Jan. & July. | Boston. | 1887 | ... |
| 1st Mortgage gold (S. F.) 1st series | 1,800,000 | 7* | May & Nov. | N. Y. or Lond. | 1899 | ... | 1st Mortgage (equal lien)..... | 100,000 | 7 | April & Oct. | " | 1887 | ... |
| 1st Mortgage gold (S. F.) 2d series | 979,000 | 7* | " | " | 1900 | ... | 2d Mort. (Portland Loan)..... | 395,500 | 6 | Mar. & Sept. | " | 1891 | ... |
| Pennsylvania: | | | | | | | Port Royal (S. C.): | | | | | | |
| 1st Mort. (Harrisburg to Pittsburg) | 4,970,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 104 | 1st Mortgage gold, skg fd..... | 1,500,000 | 7* | May & Nov. | N. Y. & Lond. | 1889 | ... |
| General Mortgage..... | 19,934,760 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 101½ | 1st Mort. gold, guar. by Ga. Co. | 1,000,000 | 7* | " | " | 1889 | ... |
| General Mortgage, registered..... | 14,550,000 | 6* | Jan. & July. | London. | 1905 | ... | Portsmouth, Gt. Falls & Conway: | | | | | | |
| Consolidated Mortgage..... | 5,201,675 | 5 | April & Oct. | Philadelphia. | 1876-90 | ... | 1st Mort., guar. by Eastern R.R. | 470,000 | 7 | June and Dec. | Boston. | 1893 | 60 |
| State lien for \$7,500,000, skg fd | 487,500 | 7 | Feb. and Aug. | New York. | 1881 | ... | Poughkeepsie and Eastern: | | | | | | |
| Pennsylvania Coal: | | | | | | | 1st Mort. gold, conv. & tax free.. | 644,500 | 7* | Jan. & July. | New York. | 1910 | ... |
| Pennsylvania and Delaware: | | | | | | | 2d Mortgage..... | 78,000 | 7 | " | " | ... | ... |
| 1st Mortgage..... | 1,083,000 | 7 | Feb. & Aug. | Philadelphia. | 1903 | ... | Providence and Worcester: | | | | | | |
| 2d Mortgage..... | 519,000 | 7 | April & Oct. | " | 1903 | ... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Providence. | 1880 | ... |
| Pennsylvania & New York (L. V.): | | | | | | | Stoughton Branch bonds..... | 1,000,000 | 6 | " | " | ... | ... |
| 1st Mortgage guaranteed..... | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 107½ | Quincy, Alton and St. Louis: | | | | | | |
| 1st Mortgage guaranteed..... | 1,500,000 | 7 | " | " | 1906 | ... | 1st Mortgage gold..... | 1,000,000 | 7* | May & Nov. | Philadelphia. | 1882 | ... |
| Peoria & Bureau Val (C. R. I. & P.): | | | | | | | Quincy and Palmyra: | | | | | | |
| 1st Mortgage guaranteed..... | 600,000 | 8 | Jan. & July. | New York. | 1877 | ... | 1st Mort. assumed by H. & St. Jo. | 500,000 | 8 | Feb. & Aug. | New York. | 1892 | ... |
| Peoria & Hannibal (C. B. & Q.): | | | | | | | Quincy and Toledo (T. W. & W.): | | | | | | |
| 1st Mortgage, traffic guarantee.. | 571,000 | 8 | Jan. & July. | Boston. | 1878 | 104 | 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1890 | 52 |
| Peoria, Pekin & Jacksonville: | | | | | | | Quincy & Warsaw (C. B. & Q.): | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1894 | ... | 1st Mortgage, guaranteed..... | 756,000 | 8 | Jan. & July. | Boston. | 1890 | 105½ |
| 2d Mort. conv. & tax free..... | 1,000,000 | 7 | April & Oct. | " | 1900 | ... | Reading and Columbia (P. & R.): | | | | | | |
| Peoria and Rock Island: | | | | | | | 1st Mort., Coupon, guaranteed.. | 650,000 | 7 | March & Sept. | New York. | 1882 | 95 |
| 1st Mort. gold, conv. & tax free.. | 1,500,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1900 | ... | 2d Mort., Coupon, guaranteed.. | 350,000 | 7 | June & Dec. | Columbia. | 1884 | ... |
| 2d Mortgage..... | 150,000 | 10 | Jan. & July. | New York. | 1900 | ... | Rensselaer and Saratoga: | | | | | | |
| Perkiomen (Phila. and Rdg.): | | | | | | | 1st Mortgage..... | 300,000 | 7 | Jan. & July. | Troy. | 1880 | 111 |
| 1st Mortgage, guaranteed..... | 619,000 | 6 | April & Oct. | Philadelphia. | 1897 | 92 | 2d Mortgage..... | 150,000 | 7 | " | " | 1887 | ... |
| Petersburg: | | | | | | | 1st Mort. (Saratoga & Whitehall) | 400,000 | 7 | March & Sept. | New York. | 1886 | ... |
| 1st Mortgage (instalments)..... | 341,500 | 8 | Jan. & July. | New York. | 1902 | ... | 1st Mort. (Troy, Salem & Rutl.) | 500,000 | 7 | May and Nov. | " | 1890 | ... |
| 2d Mortgage..... | 500,000 | 8 | " | " | 1891 | ... | 1st Mortgage (Glenn's Falls)... | 125,000 | 7 | Jan. & July. | " | 1894 | ... |
| Philadelphia and Baltimore Cent.: | | | | | | | Consol. Mort. for \$2,000,000..... | 1,925,000 | 7 | May and Nov. | " | 1921 | ... |
| 1st Mortgage (Penn. Div. 36½ m.) | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | ... | Richmond and Danville: | | | | | | |
| 1st Mortgage (Md. Div. 94 m.)... | 300,000 | 6 | " | " | 1891 | ... | Virginia State Loan, skg fund.. | 600,000 | 6 | Jan. & July. | Richmond. | 1880 | ... |
| 2d Mortgage (Pa. & Md. 46 m.)... | 400,000 | 7 | " | " | 1900 | ... | Virginia State guar. bonds..... | 157,800 | 6 | " | " | 1875 | ... |
| Philadelphia and Erie (Penn.): | | | | | | | 1st Mort. (Piedmont Branch)... | 500,000 | 8 | " | " | 1888 | ... |
| 1st Mort. (Sunbury & Erie 40m) | 1,000,000 | 7 | Apr. and Oct. | Philadelphia. | 1877 | 103½ | 1st Mort. (Northwestern, N.C.) | 500,000 | 6.7 | April & Oct. | N. Y. or Rich. | ... | ... |
| 1st Mortgage..... | 5,000,000 | 6 | " | " | 1881 | 97 | Consolidated Mortgage..... | 1,766,000 | 6 | May and Nov. | New York. | 1876-90 | 72 |
| 2d Mortgage..... | 3,000,000 | 6 | " | " | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|-----------|-------|-------------------|---------------|------|--------|-------------------------------------|------------|-------|-------------------|-----------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Saginaw Valley and St. Louis: | \$ | | | | | | South Carolina: | \$ | | | | | |
| 1st Mortgage..... | 246,000 | 8 | May & Nov. | Saginaw. | 1892 | .... | 1st Mortgage Sterling..... | 1,486,333 | 5* | Jan. & July. | London. | '82-'88 | .... |
| Saint Croix and Penobscot: | | | | | | | 2d Mortgage (L.) currency..... | 87,000 | 7 | " | New York. | '82-'88 | .... |
| 1st Mort. (Cal. & Baring)..... | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | 1st Mort. for \$3,000,000..... | 615,500 | 7 | April & Oct. | " | 1902 | .... |
| 2d Mort. (")..... | 17,500 | 6 | " | " | 1879 | .... | Domestic (G) Bonds..... | 111,000 | 6 | Jan. & July. | Charleston. | 1874 | .... |
| Calais Loan (Lewey's Island)... | 115,000 | 6 | June & Dec. | " | 1876 | .... | Domestic (I) Bonds..... | 1,296,500 | 7 | April & Oct. | " | 1891 | .... |
| St. Joseph & Denver City: | | | | | | | Domestic (K) Bonds..... | 75,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| 1st Mort. (E. D.) gold tax free... | 1,500,000 | 8* | Feb. & Aug. | N. Y. & Lond. | 1899 | .... | South Georgia and Florida: | | | | | | |
| 1st M. (W.D.) land grant, g'd tax fr | 5,500,000 | 8* | " | " | 1900 | .... | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | May & Nov. | New York. | 1888 | .... |
| St. Joseph and St. Louis: | | | | | | | 2d Mort. " " " " | 200,000 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 1,000,000 | 6 | May & Nov. | New York. | 1893 | .... | South Mountain Iron (Cumb. Val.): | | | | | | |
| St. Louis, Alton and Terre Haute: | | | | | | | 1st Mortgage guarant'ed..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 1st Mortgage skg f'd. (Series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 107 | 2d Mortgage for \$200,000..... | 177,500 | 7 | March & Sept. | " | 1884 | .... |
| 1st Mortgage skg f'd. (Series B) | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South and North Alabama: | | | | | | |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 88 | 1st Mort., endor. by Ala., gold... | 391,000 | 8* | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | Sterling Mort., guar. by L. & N. | £1,100,000 | ... | May & Nov. | London. | .... | .... |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " | " | 1884 | 77 | South Pacific (Atl. and Pac.): | | | | | | |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | 1st Mortgage gold, assumed.... | 7,188,500 | 6* | Jan. & July. | New York. | 1888 | 75 |
| St. Louis, Iron Mt. and Southern: | | | | | | | South Shore (Mass.): | | | | | | |
| 1st Mort. (St. Louis & Iron Mt.) | 4,000,000 | 7 | Feb. & Aug. | New York. | 1892 | 90 | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston | '80-'81 | .... |
| 2d Mort. (")..... | 6,000,000 | 7* | May & Nov. | " | 1897 | 55 | South Side, Va. (A., M. and O.): | | | | | | |
| 1st Mort. L.G. (Arkansas Br'h) | 2,500,000 | 7* | June & Dec. | " | 1897 | .... | 1st prefer'd bonds..... | 675,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 1st Mort. (Cairo, Ark. & Tex.) | 1,500,000 | 7* | " | " | 1897 | .... | 2d preferred bonds..... | 621,000 | 6 | " | " | '84-'90 | .... |
| Consolidated Mortgage..... | 1,500,000 | 7 | " | " | 1899 | .... | 3d preferred bonds..... | 452,500 | 6 | " | " | '84-'90 | .... |
| St. Louis, Jacksonville & Chicago: | | | | | | | Southern Central (N.Y.): | | | | | | |
| 1st Mortgage..... | 2,929,000 | 7 | April & Oct. | New York. | 1894 | .... | 1st Mortgage, skg fund conv.... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1890 | .... |
| 2d Mortgage..... | 548,000 | 7 | Jan. & July. | " | 1898 | .... | 2d Mortgage..... | 600,000 | 7 | March & Sept. | " | 1882 | .... |
| St. Louis, Kansas City & Northn: | | | | | | | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage (North Missouri) | 6,000,000 | 7 | Jan. & July. | New York. | 1895 | 90 | 1st Mortgage gold..... | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| Real estate & 2d M. for \$3,000,000 | 993,000 | 7 | March & Sept. | " | 1899 | .... | Southern of L. I.: | | | | | | |
| St. Louis, Lawrence and Denver: | | | | | | | 1st Mortgage..... | 750,000 | 7 | March & Sept. | New York. | 1887 | .... |
| 1st Mort. guar. by Atl. and Pac. | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... | 2d Mort., Sink. Fund..... | 1,500,000 | 7 | May & Nov. | " | .... | 80 |
| St. Louis and South Eastern: | | | | | | | Southern Minnesota: | | | | | | |
| 1st Mort. gold skg fund conv.... | 2,207,000 | 7 | May & Nov. | New York. | 1894 | .... | 1st Mortgage land grant tax free | 3,240,000 | 8 | Apr. & Oct. | New York. | '78-'88 | .... |
| 1st M. (Evans, D.) gold skg f'd. con | 1,000,000 | 7 | " | " | 1896 | .... | 2d Mortgage, land grant.... | 1,252,000 | 7 | Jan. & July. | " | 1890 | .... |
| 1st Mort. (Evans, Hen. & Nash.) | 1,000,000 | 7 | Jan. & July. | " | 1897 | .... | Southern (Cal.) Pacific: | | | | | | |
| Consol. Mort. Skg. Fund..... | 2,000,000 | 7 | Feb. & Aug. | " | 1902 | .... | 1st Mortgage gold for \$28,000,000. | 11,000,000 | 6* | April & Oct. | New York. | .... | .... |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | Southern Pennsylvania: | | | | | | |
| 1st Mortgage, guaranteed..... | 1,899,000 | 7 | Jan. & July. | New York. | 1897 | .... | 1st Mortgage gold..... | 625,000 | 7* | March & Sept. | Philadelphia. | 1900 | .... |
| 2d Mortgage (A.) guaranteed.... | 1,600,000 | 7 | May & Nov. | " | 1898 | .... | 2d Mortgage gold..... | 88,000 | 7* | " | " | 1880 | .... |
| 2d Mortgage (B.) convertible.... | 1,000,000 | 7 | " | " | 1898 | .... | South Western (Gen. of Ga): | | | | | | |
| Income Mortgage..... | 1,000,000 | 7 | March 1. | Pittsburg. | 1901 | .... | Plain Bonds, various conv.... | 391,000 | 7 | various. | Macon. | '72-'86 | .... |
| St. Paul and Iowa Southwestern: | | | | | | | 1st Mortgage (Muscoogie) conv.. | 300,000 | 7 | " | " | '72-'76 | .... |
| 1st Mortgage..... | 4,500,000 | 7* | May & Nov. | .... | 1903 | .... | Spartanburg and Union: | | | | | | |
| St. Paul and Pacific 1st Division: | | | | | | | 1st Mortgage, end. by S. Car... | 350,000 | 7 | Jan. & July. | Charleston. | 1879 | .... |
| 1st Mort. (St. P. to St. Anth.) 10m. | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | 1st Mortgage not endorsed.... | 198,370 | 7 | " | " | 1879 | .... |
| 1st M. (St. Paul to Watab) 80m. | 366,000 | 7 | Jan. & July. | " | 1892 | .... | Springfield, Athol & Northeastern: | | | | | | |
| 2d Mort. (" do.) & 1st land gr. | 1,145,750 | 7 | June & Dec. | " | 1892 | .... | 1st Mortgage..... | 416,000 | 7 | Jan. & July. | Boston. | '83-'91 | .... |
| 1st M. (Main L.) R.R. & Lands. | 3,000,000 | 7* | May & Nov. | London. | .... | .... | Springfield & Illinois S. Eastern: | | | | | | |
| 2d M. (" do.) R. R. & Lands. | 8,500,000 | 7* | " | " | .... | .... | 1st Mortgage gold, tax free.... | 3,400,000 | 7* | Feb. & Aug. | New York. | 1899 | .... |
| General Mortgage for \$15,000,000 | | 7* | " | " | .... | .... | 2d Mortgage gold, tax free.... | 440,000 | 7* | April & Oct. | " | 1900 | .... |
| St. Paul, Stillwater & Taylor's F. | | | | | | | Springfield and Northwestern: | | | | | | |
| 1st Mortgage..... | 450,000 | 8 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage gold, skg fund.... | 500,000 | 7* | Feb. & Aug. | New York. | 1901 | .... |
| Salem (West Jersey): | | | | | | | Staten Island: | | | | | | |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Salem and Lowell (B. & L.): | | | | | | | Stamstead, Shefford and Charnly: | | | | | | |
| 1st Mortgage..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | 99 | 1st Mort., Guar. by Cent. Vern. | 500,000 | 7 | Jan. & July. | Boston. | 1887 | 56 |
| Sand., Mansfield & Newark (B. & O.): | | | | | | | Sullivan (Central Verm.): | | | | | | |
| 1st Mortgage guaranteed..... | 2,301,000 | 7 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| Saratoga & Whitehall (R. & S.): | | | | | | | 2d Mortgage..... | 250,000 | 6 | Feb. & Aug. | " | 1881 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | Sullivan and Erie: | | | | | | |
| Savannah, Albany & Gulf (A. & G.): | | | | | | | 1st Mortgage, skg fund..... | 1,000,000 | 7 | May & Nov. | New York. | 1888 | .... |
| Sectional Mort..... | 310,000 | 7 | Jan. & July. | New York. | Var. | .... | Summit Branch: | | | | | | |
| Savannah and Charleston: | | | | | | | 1st Mortgage..... | 600,000 | 7 | Jan. & July. | N.Y., Bost. Ph. | 1904 | 85 |
| 1st Mortgage (Sav. & Char.)..... | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... | Sunbury and Lewiston: | | | | | | |
| State guaranteed (C. & S.) bonds. | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... | 1st Mortgage gold..... | 1,200,000 | 7* | April & Oct. | Philadelphia. | 1890 | .... |
| Funded Interest bonds, guar.... | 111,800 | 7 | " | New York. | 1889 | .... | Income Mort. gold..... | 200,000 | 6* | " | " | 1891 | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Suspens. Bridge & Erie Junc. (E.): | | | | | | |
| 1st Mortgage for \$500,000 guar.... | 152,000 | 7 | Jan. & July. | Macon. | 1891 | .... | 1st Mortgage..... | 1,000,000 | 7 | " | New York. | .... | .... |
| Savannah and Memphis: | | | | | | | Syracuse, Bing. & N.Y. (DL&W): | | | | | | |
| 1st Mort., gold, endor. by State. | 16,000pm | 8* | May and Nov. | New York. | 1890 | .... | 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | New York. | 1879 | .... |
| Schenectady & Susq. (D. & H. Can.): | | | | | | | 2d Mortgage..... | 270,000 | 7 | June & Dec. | " | 1887 | .... |
| 1st Mortgage gold, tax free.... | 400,000 | 7* | Jan. & July. | New York. | 1900 | .... | Syracuse and Chenango Valley: | | | | | | |
| Schoolcraft & Three R. (LS&MS): | | | | | | | 1st Mort. gold, for \$500,000.... | 500,000 | 7* | Feb. and Aug. | New York. | 1891 | .... |
| 1st Mortgage..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | Tebo and Neosho (M. K. & T.): | | | | | | |
| Seaboard and Roanoke: | | | | | | | 1st Mortgage gold, skg fund.... | 1,163,000 | 7* | June & Dec. | New York. | 1903 | .... |
| 1st Mortgage..... | 210,000 | 7 | Jan. & July. | New York. | 1880 | .... | Terre Haute & Indianapolis: | | | | | | |
| Selma and Gulf: | | | | | | | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1879 | .... |
| 1st Mort. (guar. by Ala.)..... | 1,888,000 | 8 | April & Oct. | New York. | 1890 | .... | Bonds of 1873 for \$1,600,000.... | 516,000 | 7 | " | " | 1894 | .... |
| Selma, Marion and Memphis: | | | | | | | Texas and Pacific: | | | | | | |
| 1st Mort. guar. by Ala..... | 16,000pm | 8 | March & Sept. | New York. | 1889 | .... | 1st Mortgage S. F. Gold..... | 40,000pm | 6* | June & Dec. | N.Y. or Lond. | 1912 | .... |
| Selma, Rome and Dalton: | | | | | | | Toledo, Can. Southern & Detroit: | | | | | | |
| 1st Mortgage, tax free..... | 3,000,000 | 7 | April & Oct. | New York. | 1887 | .... | 1st Mortgage..... | 1,350,000 | 7 | Jan. and July. | .... | 1906 | .... |
| 2d Mortgage..... | 4,000,000 | 7 | Jan. & July. | " | 1891 | .... | Toledo, Peoria and Warsaw: | | | | | | |
| Equipment Mortgage..... | 230,000 | 10 | " | " | 1881 | .... | 1st Mortgage (Eastern Div.).... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 75 |
| Shamokin Valley & Pottav. (N.C.): | | | | | | | 2d Mortgage (Western Div.).... | 1,800,000 | 7 | Feb. and Aug. | " | 1896 | 69 |
| 1st Mortgage, on road and lands. | 2,000,000 | 7* | Jan. & July. | Philadelphia. | 1901 | 89 | 2d Mort. conv. (")..... | 1,300,000 | 7 | April & Oct. | " | 1888 | 22 |
| Sheboygan and Fond du Lac: | | | | | | | Equipment Mort. sinking fund.... | 94,000 | 8 | Jan. & July. | " | 1879 | .... |
| 1st Mortgage..... | 729,000 | 7 | June & Dec. | New York. | 1884 | .... | Consol. Mort. for \$3,200,000.... | 1,500,000 | | | | | |

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

| Description of Bonds. | Amount. | Rate | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|------|-----------------------------|-------------------|---------|---------|------------------------------------|-----------|------|-----------------------------|----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Troy & Bennington (T. & B.): | \$ | | | | | | Western Maryland: | \$ | | | | | |
| 1st Mortgage skg fund, guar.... | 59,700 | 7 | Jan. & July. | Troy. | 1878 | .... | 1st Mortgage, unendorsed..... | 400,000 | 6 | Jan. and July. | Baltimore. | 1890 | 86 1/2 |
| Troy and Boston. | | | | | | | 1st Mort. endor. by Balt..... | 200,000 | 6 | " " " | " | 1890 | 101 |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... | 2d Mort. " " " " " " | 300,000 | 6 | " " " | " | 1890 | 101 |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " " " | 1885 | .... | 2d Mort. endor. by Wash. Co.. | 300,000 | 6 | " " " | " | 1890 | 95 1/2 |
| 3d Mortgage..... | 650,000 | 7 | May and Nov. | " " " | 1875 | .... | 2d Mortgage preferred..... | 600,000 | 6 | " " " | " | 1895 | 89 |
| Convertible Bonds..... | 648,000 | 7 | " " " | " " " | 1882 | .... | 3d Mortgage endor. by Balt.... | 875,000 | 6 | " " " | " | 1900 | 103 |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | | 4th Mortgage..... | 1,000,000 | 6 | " " " | " | 1900 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May and Nov. | New York. | 1890 | .... | Western Pacific (Cen. Pac.): | | | | | | |
| Troy Union (and Depot): | | | | | | | 1st Mort., assumed..... | 2,735,000 | 6g | Jan. and July. | New York. | 1899 | 96 1/2 |
| 1st Mortgage, guaranteed..... | 680,000 | 6 | Jan. & July. | New York. | 1878 | .... | Western Pennsylvania (Penn.): | | | | | | |
| Tuckerton: | | | | | | | 1st Mortgage..... | 800,000 | 6 | Apr. and Oct. | Philadelphia. | 1893 | 78 |
| 1st Mortgage..... | 408,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... | 1st Mortgage (Pittsburg Branch). | 1,000,000 | 6 | Jan. and July. | " | 1896 | .... |
| Union Pacific: | | | | | | | Western Union (Chi., M. & St. P.): | | | | | | |
| 1st Mortgage gold, tax free..... | 27,256,000 | 6g | Jan. & July. | N. Y. & Bost. | '96-'99 | 102 1/2 | 1st Mortgage for \$5,000,000.... | 3,500,000 | 7 | Jan. and July. | New York. | 1896 | .... |
| 1st Mort. Land Grant..... | 7,874,000 | 7 | Apr. and Oct. | " " " | 1887 | 98 | West Jersey: | | | | | | |
| 2d Mortgage (Gov. subsidy)..... | 27,256,512 | 6 | Jan. & July. | U.S. Treasury. | '96-'99 | .... | Debenture bonds guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | 86 1/2 |
| 3d Mortgage Sinking Fund..... | 14,400,000 | 8 | March & Sept. | New York. | 1894 | 89 | 1st Mortgage..... | 1,000,000 | 6 | Jan. and July. | " | 1896 | 98 1/2 |
| Omaha Bridge B'ds, etc \$500,000 | 2,500,000 | 8g | Apr. and Oct. | London. | 1896 | .... | 1st Mortgage (Salem) guar..... | 100,000 | 6 | " " " | Philadelphia. | 1878 | .... |
| Union Pacific (Central Div.): | | | | | | | 1st Mort. (Swedesboro) guar.... | 200,000 | 6 | June & Dec. | Camden. | .... | 95 |
| 1st Mortgage gold, tax free..... | 1,600,000 | 6g | May and Nov. | New York. | 1895 | .... | 2d Mort. (Cape May & Millville) | 340,000 | 7 | Apr. and Oct. | " | .... | 103 |
| 2d Mortgage (Gov. subsidy)..... | 1,600,000 | 6 | Jan. & July. | U.S. Treasury. | '96-7-8 | .... | Consolidated Mortgage..... | 1,000,000 | 7 | " " " | " | .... | 103 |
| Union Pacific, S. Br. (M. K. & T.): | | | | | | | West Wisconsin: | | | | | | |
| 1st Mortgage gold, skg fund..... | 3,220,000 | 6g | Jan. & July. | New York. | 1899 | .... | 1st Mort. land gr., gold skg fund | 3,900,000 | 7g | Jan. and July. | N. Y. or Lond. | 1887 | .... |
| Union & Titusville (O. C. & A. Riv.): | | | | | | | 1st Mort. (Southern Extension). | 640,000 | 7g | " " " | " | 1902 | .... |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... | White Water Valley: | | | | | | |
| United N. J. R. R. & Canal Cos: | | | | | | | 1st Mortgage..... | 1,021,840 | 8 | Feb. and Aug. | Cincinnati. | 1890 | .... |
| Loan of 1901 (United Compan's) | 3,000,000 | 6 | March & Sept. | Philadelphia. | 1901 | 101 | Wico Mico and Pocomoke: | | | | | | |
| Sterling Loan \$369,200 (U. Co's) | 1,846,000 | 5g | " " " | London. | 1894 | .... | 1st Mortgage..... | 200,000 | 6 | Jan. and July. | New York. | 1888 | .... |
| Sterling Loan \$360,000 (") | 1,800,000 | 6g | " " " | " | 1894 | .... | Williamston and Tarboro: | | | | | | |
| Loan of 1894 Sk. Fund (") | 2,000,000 | 6 | Apr. and Oct. | Philadelphia. | 1894 | .... | 1st Mortgage..... | 350,000 | 8 | May and Nov. | New York. | 1900 | .... |
| Loan of 1888 (United Compas) | 154,000 | 6 | Feb. and Aug. | " " " | 1888 | .... | Wilmington, Colum. & Augusta: | | | | | | |
| 3d to State of N. Jer. (U. Co's) | 500,000 | 7 | (Due 90 days after demand.) | London. | 1880 | .... | 1st Mortgage..... | 3,800,000 | 7 | June & Dec. | Baltimore. | 1900 | 59 1/2 |
| Sterling S. F. \$262,000 (C. & A. M.) | 1,310,000 | 6g | Feb. and Aug. | London. | 1880 | .... | Wilmington and Reading: | | | | | | |
| Loan of 1888 (Camden & Amb'y) | 1,700,000 | 6 | " " " | Philadelphia. | 1883 | 100 1/2 | 1st Mortgage..... | 1,250,000 | 7 | Apr. and Oct. | Philadelphia. | 1900 | 45 |
| Loan of 1889 (") | 866,000 | 6 | June & Dec. | Princeton. | 1889 | 101 | 2d Mortgage coupon or regis.... | 1,500,000 | 7 | Jan. and July. | " | 1902 | 10 |
| Mortg. Loan (") | 5,000,000 | 6 | May and Nov. | Philadelphia. | 1889 | 106 | Wilmington and Weldon: | | | | | | |
| Loan of '78 (N. J. R. R. & T. Co.) | 450,000 | 6 | Feb. and Aug. | New York. | 1879 | .... | Sterling Bonds..... | 648,700 | 6g | Jan. and July. | London. | 1881 | .... |
| Bond to State of N. J. (do.) | 100,000 | 7 | Apr. and Oct. | N. Y. (Over Due.) | .... | .... | Sinking Fund gold, Bonds..... | 221,400 | 7g | May and Nov. | New York. | 1886 | .... |
| Utah Central: | | | | | | | Wilmington and Western (Del.): | 749,000 | 7g | Jan. and July. | " | 1896 | 99 1/2 |
| 1st Mortgage..... | 1,000,000 | 6 | Jan. & July. | Salt Lake City | 1890 | .... | 1st Mortgage..... | 500,000 | 7.3 | J. A. J. & G. Phil. & Wilm. | 1892 | .... | .... |
| Utah Southern: | | | | | | | Winona & St. Peter (C. & N. W.): | | | | | | |
| 1st Mortgage..... | 660,000 | 7 | Jan. & July. | Salt Lake City | 1891 | .... | 1st Mortgage \$20,000 p. m..... | 2,750,000 | 7 | Jan. and July. | New York. | 1887 | 60 |
| Utica and Black River: | | | | | | | 2d Mortgage \$12,000 p. m..... | 1,650,000 | 7 | May and Nov. | " | 1907 | 55 |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | N. Y. & Utica. | 1878 | .... | Extension mortgage bonds..... | 4,875,000 | 7g | June & Dec. | " | 1906 | .... |
| Bonds of 1871 (2d issue)..... | 575,000 | 7 | " " " | " | 1891 | .... | Wisconsin Central: | | | | | | |
| Utica, Ithaca and Elmira: | | | | | | | 1st M. L. G. gold S. F. \$25,000pm | 4,618,500 | 7g | Jan. and July. | Boston. | 1901 | 62 |
| 1st Mortgage, Sterling..... | 1,500,000 | 7.3 | Jan. & July. | London. | 1902 | .... | Worcester (Md.): | | | | | | |
| Vermont Cent. - See Central Vt. | | | | | | | 1st Mortgage..... | 210,000 | 6 | Jan. and July. | Baltimore. | 1891 | .... |
| Vermont and Massachusetts: | | | | | | | Worcester and Nashua: | | | | | | |
| 1st Mortgage sinking fund..... | 550,000 | 6 | Jan. and July. | Boston. | 1883 | 101 | Plain Bonds..... | 125,000 | 7 | Jan. and July. | Boston. | 1881 | .... |
| Convertible bonds, tax free..... | 200,000 | 7 | " " " | " | 1879 | 104 1/2 | Plain Bonds..... | 185,300 | 6 | Various. | " | '81-'87 | .... |
| Convertible bonds..... | 150,000 | 7 | " " " | " | 1881 | 103 | Plain Bonds..... | 250,000 | 7 | Apr. and Oct. | " | 1893 | 107 |
| Vicksburg and Meridian: | | | | | | | CANAL BONDS. | | | | | | |
| (1st series (red)..... | 717,500 | 7 | Jan. and July. | Philadelphia. | 1890 | .... | Chesapeake and Delaware: | | | | | | |
| General (2d series (blue)..... | 850,000 | 7 | " " " | " | 1890 | .... | 1st Mortgage sinking fund..... | 1,993,750 | 6 | Jan. and July. | Philadelphia. | 1886 | 87 |
| Mortgage (3d series (black)..... | 128,000 | 7 | " " " | " | 1890 | .... | Chesapeake and Ohio: | | | | | | |
| 4th series (not end.)..... | 1,141,700 | 7 | Apr. and Oct. | " | 1890 | .... | Sterling Loan guaranteed..... | 4,375,000 | 5g | J. A. J. & O. | London. | 1890 | .... |
| Special Loan 1871..... | 213,000 | 8 | Jan. and July. | " | 1880 | .... | Preferred Bonds (next lien)..... | 1,699,500 | 6 | Jan. and July. | Baltimore. | 1885 | 116 |
| Vineyard: | | | | | | | Delaware Division (L. C. & N.): | | | | | | |
| 1st Mortgage tax free..... | 750,000 | 7 | Apr. and Oct. | New York. | 1890 | .... | 1st Mortgage, guaranteed..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | 97 |
| Virginia & Tennessee (A. M. & O.): | | | | | | | Delaware and Hudson: | | | | | | |
| Enlarged Mortgage..... | 990,000 | 6 | Jan. and July. | N. Y. & Lynch. | 1884 | 72 | 1st Mort. (1st series, Nov. 1, '87 | 1,500,000 | 7 | May and Nov. | New York. | 1877 | 104 |
| 4th Mortgage..... | 870,000 | 8 | March & Sept. | " | 1900 | 74 1/2 | regis- 2d series, July 1, 1869 | 3,500,000 | 7 | Jan. and July. | " | 1884 | 110 |
| Registered Certificates..... | 118,295 | 8 | Jan. and July. | " | 1875 | .... | tered. (3d series, Jan. 1, 1871 | 3,500,000 | 7 | " " " | " | 1891 | 112 1/2 |
| Funded Interest..... | 226,300 | 8 | " " " | " | 1880 | .... | Coupon bonds of 1874..... | 3,000,000 | 7 | Apr. and Oct. | " | 1894 | 110 |
| Income Mortgage (fundable).... | 93,500 | 8 | " " " | " | 1886 | .... | Registered bonds of 1874..... | 2,000,000 | 7 | " " " | " | 1894 | .... |
| Walkill Valley (Erie): | | | | | | | Lehigh Coal and Navigation: | | | | | | |
| 1st Mortgage gold, tax free..... | 810,500 | 7g | Apr. and Oct. | New York. | 1901 | .... | Mortgage Loan of 1877..... | 762,779 | 6 | June & Dec. | Philadelphia. | 1877 | 96 1/2 |
| Warren (D. L. & W.): | | | | | | | Convertible Bonds..... | 42,550 | 6 | " " " | " | 1882 | 96 |
| 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. and Aug. | New York. | 1875 | .... | Convertible Loan, gold..... | 822,000 | 6g | March & Sept. | " | 1894 | 105 1/2 |
| 2d Mortgage, guaranteed..... | 750,000 | 7 | May and Nov. | " | 1900 | .... | 1st Mortgage, registered..... | 5,441,841 | 6 | J. A. J. & O. | " | 1884 | 101 1/2 |
| Warren & Franklin (O. C. & A. H. R.): | | | | | | | 1st Mortgage, reg. (R. R.)..... | 2,000,000 | 6 | F. M. A. & N. | " | 1897 | 102 1/2 |
| 1st Mortgage, assumed..... | 1,500,000 | 7 | Feb. and Aug. | Philadelphia. | 1882 | 82 | Mortgage (equip.) Loan, gold.... | 4,757,000 | 6g | June & Dec. | " | 1897 | 103 1/2 |
| Warwick Valley (Erie): | | | | | | | Consolidated Mortgage..... | 1,066,000 | 7 | " " " | " | 1911 | .... |
| 1st Mortgage..... | 60,000 | 7 | Apr. and Oct. | New York. | 1880 | .... | Greenwood Mortgage Loan..... | 776,000 | 6 | Feb. and Aug. | " | 1892 | .... |
| Wasatch and Jordan Valley: | | | | | | | Greenwood Mortgage Loan..... | 140,000 | 6 | Apr. and Oct. | " | 1877 | .... |
| 1st Mortgage..... | 150,000 | 9g | May and Nov. | New York. | 1893 | .... | Monongahela Navigation: | | | | | | |
| Washington City, Va. Mid. & G. S. O. | | | | | | | 1st Mortgage..... | 103,000 | 6 | Jan. and July. | New York. | 1887 | .... |
| 1st Mort. (O. Alex. & Manassas) | 1,650,000 | 7 | Jan. and July. | Baltimore. | 1882 | 79 | Morris (and Banking): | | | | | | |
| 2d Mort. (") | 350,000 | 7 | " " " | " | 1891 | .... | 1st Mortgage..... | 500,000 | 6 | Apr. and Oct. | Philadelphia. | 1876 | 99 |
| 1st Mort. Orange & Alexandria | 400,000 | 6 | May and Nov. | " | 1873 | 98 1/2 | 2d Mortgage..... | 285,000 | 6 | Feb. and Aug. | " | 1876 | .... |
| 2d Mort. " " " | 1,200,000 | 6 | Jan. and July. | " | 1875 | 75 | Boat Loan, sinking fund..... | 226,965 | 7 | Apr. and Oct. | " | 1899 | 101 |
| 3d Mort. " " " | 600,000 | 8 | May and Nov. | " | 1873 | 70 | Preferred Stock Dividend Scrip. | 103,164 | 7 | Jan. and July. | " | 1887 | .... |
| 4th Mort. " " " | 700,000 | 8 | March & Sept. | " | 1880 | 67 | Pennsylvania: | | | | | | |
| Funded Coupons (do.)..... | 722,664 | .... | " " " | " | 1896 | .... | 1st Mortgage skg fund guar.... | 2,805,000 | 6 | Jan. and July. | Philadelphia. | 1910 | 70 |
| 1st Mort. (Lynchburg & | | | | | | | | | | | | | |

Overseas ("a, occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained.")

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c.

the word, occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "§."

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| Dec. 31, 1874 | 1874 | 1875 | 1876 | 1877 | 1878 | 1879 | 1880 | 1881 | 1882 | 1883 | 1884 | 1885 | 1886 | 1887 | 1888 | 1889 | 1890 | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 | 2359 | 2360 | 2361 | 2362 | 2363 | 2364 | 2365 | 2366 | 2367 | 2368 | 2369 | 2370 | 2371 | 2372 | 2373 | 2374 | 2375 | 2376 | 2377 | 2378 | 2379 | 2380 | 2381 | 2382 | 2383 | 2384 | 2385 | 2386 | 2387 | 2388 | 2389 | 2390 | 2391 | 2392 | 2393 | 2394 | 2395 | 2396 | 2397 | 2398 | 2399 | 2400 | 2401 | 2402 | 2403 | 2404 | 2405 | 2406 | 2407 | 2408 | 2409 | 2410 | 2411 | 2412 | 2413 | 2414 | 2415 | 2416 | 2417 | 2418 | 2419 | 2420 | 2421 | 2422 | 2423 | 2424 | 2425 | 2426 | 2427 | 2428 | 2429 | 2430 | 2431 | 2432 | 2433 | 2434 | 2435 | 2436 | 2437 | 2438 | 2439 | 2440 | 2441 | 2442 | 2443 | 2444 | 2445 | 2446 | 2447 | 2448 | 2449 | 2450 | 2451 | 2452 | 2453 | 2454 | 2455 | 2456 | 2457 | 2458 | 2459 | 2460 | 2461 | 2462 | 2463 | 2464 | 2465 | 2466 | 2467 | 2468 | 2469 | 2470 | 2471 | 2472 | 2473 | 2474 | 2475 | 2476 | 2477 | 2478 | 2479 | 2480 | 2481 | 2482 | 2483 | 2484 | 2485 | 2486 | 2487 | 2488 | 2489 | 2490 | 2491 | 2492 | 2493 | 2494 | 2495 | 2496 | 2497 | 2498 | 2499 | 2500 | 2501 | 2502 | 2503 | 2504 | 2505 | 2506 | 2507 | 2508 | 2509 | 2510 | 2511 | 2512 | 2513 | 2514 | 2515 | 2516 | 2517 | 2518 | 2519 | 2520 | 2521 | 2522 | 2523 | 2524 | 2525 | 2526 | 2527 | 2528 | 2529 | 2530 | 2531 | 2532 | 2533 | 2534 | 2535 | 2536 | 2537 | 2538 | 2539 | 2540 | 2541 | 2542 | 2543 | 2544 | 2545 | 2546 | 2547 | 2548 | 2549 | 2550 | 2551 | 2552 | 2553 | 2554 | 2555 | 2556 | 2557 | 2558 | 2559 | 2560 | 2561 | 2562 | 2563 | 2564 | 2565 | 2566 | 2567 | 2568 | 2569 | 2570 | 2571 | 2572 | 2573 | 2574 | 2575 | 2576 | 2577 | 2578 | 2579 | 2580 | 2581 | 2582 | 2583 | 2584 | 2585 | 2586 | 2587 | 2588 | 2589 | 2590 | 2591 | 2592 | 2593 | 2594 | 2595 | 2596 | 2597 | 2598 | 2599 | 2600 | 2601 | 2602 | 2603 | 2604 | 2605 | 2606 | 2607 | 2608 | 2609 | 2610 | 2611 | 2612 | 2613 | 2614 | 2615 | 2616 | 2617 | 2618 | 2619 | 2620 | 2621 | 2622 | 2623 | 2624 | 2625 | 2626 | 2627 | 2628 | 2629 | 2630 | 2631 | 2632 | 2633 | 2634 | 2635 | 2636 | 2637 | 2638 | 2639 | 2640 | 2641 | 2642 | 2643 | 2644 | 2645 | 2646 | 2647 | 2648 | 2649 | 2650 | 2651 | 2652 | 2653 | 2654 | 2655 | 2656 | 2657 | 2658 | 2659 | 2660 | 2661 | 2662 | 2663 | 2664 | 2665 | 2666 | 2667 | 2668 | 2669 | 2670 | 2671 | 2672 | 2673 | 2674 | 2675 | 2676 | 2677 | 2678 | 2679 | 2680 | 2681 | 2682 | 2683 | 2684 | 2685 | 2686 | 2687 | 2688 | 2689 | 2690 | 2691 | 2692 | 2693 | 2694 | 2695 | 2696 | 2697 | 2698 | 2699 | 2700 | 2701 | 2702 | 2703 | 2704 | 2705 | 2706 | 2707 | 2708 | 2709 | 2710 | 2711 | 2712 | 2713 | 2714 | 2715 | 2716 | 2717 | 2718 | 2719 | 2720 | 2721 | 2722 | 2723 | 2724 | 2725 | 2726 | 2727 | 2728 | 2729 | 2730 | 2731 | 2732 | 2733 | 2734 | 2735 | 2736 | 2737 | 2738 | 2739 | 2740 | 2741 | 2742 | 2743 | 2744 | 2745 | 2746 | 2747 | 2748 | 2749 | 2750 | 2751 | 2752 | 2753 | 2754 | 2755 | 2756 | 2757 | 2758 | 2759 | 2760 | 2761 | 2762 | 2763 | 2764 | 2765 | 2766 | 2767 | 2768 | 2769 | 2770 | 2771 | 2772 | 2773 | 2774 | 2775 | 2776 | 2777 | 2778 | 2779 | 2780 | 2781 | 2782 | 2783 | 2784 | 2785 | 2786 | 2787 | 2788 | 2789 | 2790 | 2791 | 2792 | 2793 | 2794 | 2795 | 2796 | 2797 | 2798 | 2799 | 2800 | 2801 | 2802 | 2803 | 2804 | 2805 | 2806 | 2807 | 2808 | 2809 | 2810 | 2811 | 2812 | 2813 | 2814 | 2815 | 2816 | 2817 | 2818 | 2819 | 2820 | 2821 | 2822 | 2823 | 2824 | 2825 | 2826 | 2827 | 2828 | 2829 | 2830 | 2831 | 2832 | 2833 | 2834 | 2835 | 2836 | 2837 | 2838 | 2839 | 2840 | 2841 | 2842 | 2843 | 2844 | 2845 | 2846 | 2847 | 2848 | 2849 | 2850 | 2851 | 2852 | 2853 | 2854 | 2855 | 2856 | 2857 | 2858 | 2859 | 2860 | 2861 | 2862 | 2863 | 2864 | 2865 | 2866 | 2867 | 2868 | 2869 | 2870 | 2871 | 2872 | 2873 | 2874 | 2875 | 2876 | 2877 | 2878 | 2879 | 2880 | 2881 | 2882 | 2883 | 2884 | 2885 | 2886 | 2887 | 2888 | 2889 | 2890 | 2891 | 2892 | 2893 | 2894 | 2895 | 2896 | 2897 | 2898 | 2899 | 2900 | 2901 | 2902 | 2903 | 2904 | 2905 | 2906 | 2907 | 2908 | 2909 | 2910 | 2911 | 2912 | 2913 | 2914 | 2915 | 2916 | 2917 | 2918 | 2919 | 2920 | 2921 | 2922 | 2923 | 2924 | 2925 | 2926 | 2927 | 2928 | 2929 | 2930 | 2931 | 2932 | 2933 | 2934 | 2935 | 2936 | 2937 | 2938 | 2939 | 2940 | 2941 | 2942 | 2943 | 2944 | 2945 | 2946 | 2947 | 2948 | 2949 | 2950 | 2951 | 2952 | 2953 | 2954 | 2955 | 2956 | 2957 | 2958 | 2959 | 2960 | 2961 | 2962 | 2963 | 2964 | 2965 | 2966 | 2967 | 2968 | 2969 | 2970 | 2971 | 2972 | 2973 | 2974 | 2975 | 2976 | 2977 | 2978 | 2979 | 2980 | 2981 | 2982 | 2983 | 2984 | 2985 | 2986 | 2987 | 2988 | 2989 | 2990 | 2991 | 2992 | 2993 | 2994 | 2995 | 2996 | 2997 | 2998 | 2999 | 3000 | 3001 | 3002 | 3003 | 3004 | 3005 | 3006 | 3007 | 3008 | 3009 | 3010 | 3011 | 3012 | 3013 | 3014 | 3015 | 3016 | 3017 | 3018 | 3019 | 3020 | 3021 | 3022 | 3023 | 3024 | 3025 | 3026 | 3027 | 3028 | 3029 | 3030 | 3031 | 3032 | 3033 | 3034 | 3035 | 3036 | 3037 | 3038 | 3039 | 3040 | 3041 | 3042 | 3043 | 3044 | 3045 | 3046 | 3047 | 3048 | 3049 | 3050 | 3051 | 3052 | 3053 | 3054 | 3055 | 3056 | 3057 | 3058 | 3059 | 3060 | 3061 | 3062 | 3063 | 3064 | 3065 | 3066 | 3067 | 3068 | 3069 | 3070 | 3071 | 3072 | 3073 | 3074 | 3075 | 3076 | 3077 | 3078 | 3079 | 3080 | 3081 | 3082 | 3083 | 3084 | 3085 | 3086 | 3087 | 3088 | 3089 | 3090 | 3091 | 3092 | 3093 | 3094 | 3095 | 3096 | 3097 | 3098 | 3099 | 3100 | 3101 | 3102 | 3103 | 3104 | 3105 | 3106 | 3107 | 3108 | 3109 | 3110 | 3111 | 3112 | 3113 | 3114 | 3115 | 3116 | 3117 | 3118 | 3119 | 3120 | 3121 | 3122 | 3123 | 3124 | 3125 | 3126 | 3127 | 3128 | 3129 | 3130 | 3131 | 3132 | 3133 | 3134 | 3135 | 3136 | 3137 | 3138 | 3139 | 3140 | 3141 | 3142 | 3143 | 3144 | 3145 | 3146 | 3147 | 3148 | 3149 | 3150 | 3151 | 3152 | 3153 | 3154 | 3155 | 3156 | 3157 | 3158 | 3159 | 3160 | 3161 | 3162 | 3163 | 3164 | 3165 | 3166 | 3167 | 3168 | 3169 | 3170 | 3171 | 3172 | 3173 | 3174 | 3175 | 3176 | 3177 | 3178 | 3179 | 3180 | 3181 | 3182 | 3183 | 3184 | 3185 | 3186 | 3187 | 3188 | 3189 | 3190 | 3191 | 3192 | 3193 | 3194 | 3195 | 3196 | 3197 | 3198 | 3199 | 3200 | 3201 | 3202 | 3203 | 3204 | 3205 | 3206 | 3207 | 3208 | 3209 | 3210 | 3211 | 3212 | 3213 | 3214 | 3215 | 3216 | 3217 | 3218 | 3219 | 3220 | 3221 | 3222 | 3223 | 3224 | 3225 | 3226 | 3227 | 3228 | 3229 | 3230 | 3231 | 3232 | 3233 | 3234 | 3235 | 3236 | 3237 | 3238 | 3239 | 3240 | 3241 | 3242 | 3243 | 3244 | 3245 | 3246 | 3247</ |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Amount occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.

| Year ending | Railroad. | | | Rolling Stock. | | Property and Assets. | | | Liabilities. | | | Railroad Operated. | | Operations. | | | Earnings. | | | Value of Shares. | | | | | | | |
|----------------|-----------------------|---------------------|-----------------------|----------------|----------|----------------------|----------------|------------|--------------------|------------|------------|--------------------|-----------------|---------------|-----------|-------------|-----------|------------|-----------|------------------|-----------|-----------|---------|---------|------------|---------|---------|
| | Railroad in progress. | | | Cars. | | Assets. | | | Bonds. | | | Accounts. | | Trains Moved. | | Passengers. | | Freight. | | | Gross. | | Net. | | Dividends. | | Market. |
| | Main Line. | Branch and Sidings. | 2d Track and Sidings. | Engines. | Freight. | Railroad. | Rolling Stock. | Assets. | Cash and Accounts. | Stocks. | Bonds. | Accounts. | Surplus Income. | M. | M. | Number. | Tons. | Number. | Tons. | | Number. | Tons. | Number. | Tons. | Number. | Tons. | |
| Dec. 31, 1874 | 585.0 | 519.0 | 554.9 | 882,394 | 154 | 16,188,801 | 36,199,646 | 93,370,003 | 4,129,856 | 68,719,498 | 44,290,600 | 27,856,754 | 9,021,643 | 877.0 | 39,800 | 6,088,103 | 9,118,419 | 22,642,371 | 9,396,924 | 10 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 |
| Dec. 31, 1874 | 47.0 | 15.9 | 57.0 | 28 | 6 | 1.6 | 2,000,000 | 2,000,000 | 1,607,100 | 9,000,000 | 1,602,000 | 21,094 | 110,000 | 28.2 | 39,800 | 6,088,103 | 9,118,419 | 22,642,371 | 9,396,924 | 10 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 |
| Dec. 31, 1874 | 44.5 | 1.6 | 1.6 | 28 | 6 | 1.6 | 2,000,000 | 2,000,000 | 1,607,100 | 9,000,000 | 1,602,000 | 21,094 | 110,000 | 28.2 | 39,800 | 6,088,103 | 9,118,419 | 22,642,371 | 9,396,924 | 10 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 |
| Nov. 30, 1874 | 104.3 | 21.4 | 59.3 | 39 | 2 | 3.5 | 1,413 | 1,413 | 5,531,750 | 791,077 | 1,607,100 | 21,094 | 110,000 | 28.2 | 39,800 | 6,088,103 | 9,118,419 | 22,642,371 | 9,396,924 | 10 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 |
| Nov. 30, 1874 | 43.8 | 3.5 | 12.7 | 39 | 2 | 3.5 | 1,413 | 1,413 | 5,531,750 | 791,077 | 1,607,100 | 21,094 | 110,000 | 28.2 | 39,800 | 6,088,103 | 9,118,419 | 22,642,371 | 9,396,924 | 10 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 | 50,101 |
| Dec. 31, 1874 | 45.2 | 2.0 | 76.0 | 4 | 4 | 1 | 53 | 53 | 1,471,927 | 64,300 | 150,000 | 249,627 | 450,000 | 300,000 | 300,000 | 249,627 | 45.2 | 75,312 | 17,201 | 1,016,747 | 1,486,483 | 469,540 | 50 | 50 | 50 | 50 | |
| Dec. 31, 1874 | 45.2 | 2.0 | 76.0 | 4 | 4 | 1 | 53 | 53 | 1,471,927 | 64,300 | 150,000 | 249,627 | 450,000 | 300,000 | 300,000 | 249,627 | 45.2 | 75,312 | 17,201 | 1,016,747 | 1,486,483 | 469,540 | 50 | 50 | 50 | 50 | |
| Jun. 30, 1874 | 48.8 | 7.4 | 7.4 | 12 | 7 | 7 | 183 | 183 | 1,566,000 | — | — | — | 1,500,000 | 2,000,000 | 51,000 | — | 83.0 | 343,702 | 130,490 | 283,345 | 64,665 | 8 | 100 | 100 | 100 | 100 | |
| Jun. 30, 1874 | 48.8 | 7.4 | 7.4 | 12 | 7 | 7 | 183 | 183 | 1,566,000 | — | — | — | 1,500,000 | 2,000,000 | 51,000 | — | 83.0 | 343,702 | 130,490 | 283,345 | 64,665 | 8 | 100 | 100 | 100 | 100 | |
| Jun. 30, 1874 | 91.0 | 4.0 | 4.0 | 7 | 6 | 2 | 90 | 90 | 3,793,498 | — | — | — | 1,859,150 | 2,038,000 | 198,089 | — | 91.0 | 229,391 | 76,625 | 94,832 | 241,088 | 30,947 | 100 | 100 | 100 | 100 | |
| Jun. 30, 1874 | 91.0 | 4.0 | 4.0 | 7 | 6 | 2 | 90 | 90 | 3,793,498 | — | — | — | 1,859,150 | 2,038,000 | 198,089 | — | 91.0 | 229,391 | 76,625 | 94,832 | 241,088 | 30,947 | 100 | 100 | 100 | 100 | |
| Oct. 31, 1874 | 64.0 | 18.0 | 6.0 | 12 | 6 | 2 | 121 | 121 | 1,817,985 | 177,744 | — | — | 1,824,200 | 300,000 | 556,112 | — | 67.0 | 161,405 | 288,191 | 138,294 | 296,614 | 4,838 | 50 | 304 | 304 | 304 | |
| Oct. 31, 1874 | 64.0 | 18.0 | 6.0 | 12 | 6 | 2 | 121 | 121 | 1,817,985 | 177,744 | — | — | 1,824,200 | 300,000 | 556,112 | — | 67.0 | 161,405 | 288,191 | 138,294 | 296,614 | 4,838 | 50 | 304 | 304 | 304 | |
| Oct. 31, 1874 | 257.6 | 189.3 | 189.3 | 24 | 45 | — | 205 | 205 | 1,311,170 | 368,291 | 1,940,122 | 566,466 | 8,448,700 | 16,652,000 | 1,607,116 | — | 32.3 | 287,592 | 2,716,592 | 2,389,377 | 2,716,592 | 275,759 | 12 | 50,196 | 50,196 | 50,196 | |
| Oct. 31, 1874 | 257.6 | 189.3 | 189.3 | 24 | 45 | — | 205 | 205 | 1,311,170 | 368,291 | 1,940,122 | 566,466 | 8,448,700 | 16,652,000 | 1,607,116 | — | 32.3 | 287,592 | 2,716,592 | 2,389,377 | 2,716,592 | 275,759 | 12 | 50,196 | 50,196 | 50,196 | |
| Nov. 30, 1874 | 17.1 | 3.1 | 13.7 | 23 | — | — | — | — | 692,051 | — | 600,783 | — | 2,231,300 | — | — | — | 725 | 8,119,077 | 6,964,869 | 10,209,336 | 1,452,121 | 5,720,208 | 10 | 50,112 | 50,112 | 50,112 | |
| Nov. 30, 1874 | 17.1 | 3.1 | 13.7 | 23 | — | — | — | — | 692,051 | — | 600,783 | — | 2,231,300 | — | — | — | 725 | 8,119,077 | 6,964,869 | 10,209,336 | 1,452,121 | 5,720,208 | 10 | 50,112 | 50,112 | 50,112 | |
| Nov. 30, 1874 | 26.6 | 39.9 | 39.9 | 37 | 4 | — | 1892 | 1892 | 29,530,192 | 8,767,572 | 329,626 | — | 53,266,071 | 5,503,867 | 293,016 | — | 37.4 | 861,529 | 1,757,720 | 1,766,536 | 1,914,346 | 775,976 | 10 | 100,180 | 100,180 | 100,180 | |
| Nov. 30, 1874 | 26.6 | 39.9 | 39.9 | 37 | 4 | — | 1892 | 1892 | 29,530,192 | 8,767,572 | 329,626 | — | 53,266,071 | 5,503,867 | 293,016 | — | 37.4 | 861,529 | 1,757,720 | 1,766,536 | 1,914,346 | 775,976 | 10 | 100,180 | 100,180 | 100,180 | |
| Dec. 31, 1874 | 14.3 | 14.0 | 127.1 | 72 | 95 | 65 | 1,371 | 1,371 | 1,552,116 | — | 2,477,291 | 120,093 | 1,259,100 | 2,202,000 | 269,787 | 540,663 | 110 | 1,370,913 | — | — | 2,947,647 | 1,043,831 | 8 | 50 | 50 | 50 | |
| Dec. 31, 1874 | 14.3 | 14.0 | 127.1 | 72 | 95 | 65 | 1,371 | 1,371 | 1,552,116 | — | 2,477,291 | 120,093 | 1,259,100 | 2,202,000 | 269,787 | 540,663 | 110 | 1,370,913 | — | — | 2,947,647 | 1,043,831 | 8 | 50 | 50 | 50 | |
| Dec. 31, 1874 | 163.0 | 8.0 | 63.6 | 178 | 135 | 10 | 1,668 | 1,668 | 474,561 | 3,750,577 | — | — | 8,433,750 | 14,987,000 | 14,230 | — | 201 | 9,091,292 | 672,119 | 1,473,811 | 3,575,316 | 998,782 | 7 | 50,097 | 50,097 | 50,097 | |
| Dec. 31, 1874 | 163.0 | 8.0 | 63.6 | 178 | 135 | 10 | 1,668 | 1,668 | 474,561 | 3,750,577 | — | — | 8,433,750 | 14,987,000 | 14,230 | — | 201 | 9,091,292 | 672,119 | 1,473,811 | 3,575,316 | 998,782 | 7 | 50,097 | 50,097 | 50,097 | |
| Sept. 30, 1874 | 18.6 | 1.4 | 1.4 | 26 | 15 | 7 | 203 | 203 | 557,085 | 466,725 | 587,000 | 108,022 | 1,900,682 | 2,000,000 | 2,068,536 | — | 173.8 | 1,292,900 | 836,501 | 1,233,967 | 27,600 | 27,000 | 6 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 18.6 | 1.4 | 1.4 | 26 | 15 | 7 | 203 | 203 | 557,085 | 466,725 | 587,000 | 108,022 | 1,900,682 | 2,000,000 | 2,068,536 | — | 173.8 | 1,292,900 | 836,501 | 1,233,967 | 27,600 | 27,000 | 6 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 78.0 | 6.3 | 33.0 | 7 | 16 | 4 | 143 | 143 | 2,393,657 | 220,014 | — | — | 1,046,621 | 1,400,000 | 175,000 | — | 78.0 | 147,308 | — | — | 158,389 | 47,258 | 100 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 78.0 | 6.3 | 33.0 | 7 | 16 | 4 | 143 | 143 | 2,393,657 | 220,014 | — | — | 1,046,621 | 1,400,000 | 175,000 | — | 78.0 | 147,308 | — | — | 158,389 | 47,258 | 100 | 100 | 100 | 100 | |
| Dec. 31, 1874 | 51.0 | 8.7 | 8.7 | 4 | 6 | 7 | 139 | 139 | 1,941,396 | — | — | — | 1,600,000 | 1,446,500 | 107,410 | — | 52.5 | 139,799 | 156,332 | 66,065 | 150,000 | 150,000 | 10 | 75 | 75 | 75 | |
| Dec. 31, 1874 | 51.0 | 8.7 | 8.7 | 4 | 6 | 7 | 139 | 139 | 1,941,396 | — | — | — | 1,600,000 | 1,446,500 | 107,410 | — | 52.5 | 139,799 | 156,332 | 66,065 | 150,000 | 150,000 | 10 | 75 | 75 | 75 | |
| Sept. 30, 1874 | 11.8 | 6.0 | 5.1 | 9 | 6 | 4 | 107 | 107 | 4,800,000 | — | — | — | 3,000,000 | 1,800,000 | — | — | 111.8 | — | — | — | — | — | 25 | 15 | 15 | 15 | |
| Sept. 30, 1874 | 11.8 | 6.0 | 5.1 | 9 | 6 | 4 | 107 | 107 | 4,800,000 | — | — | — | 3,000,000 | 1,800,000 | — | — | 111.8 | — | — | — | — | — | 25 | 15 | 15 | 15 | |
| Sept. 30, 1874 | 41.9 | 2.3 | 4.8 | 4 | 5 | 3 | 77 | 77 | 1,475,430 | 99,714 | — | — | 624,464 | 1,231,000 | 100,808 | — | 41.9 | 84,054 | 78,562 | 29,781 | 76,586 | 5,576 | 100 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 41.9 | 2.3 | 4.8 | 4 | 5 | 3 | 77 | 77 | 1,475,430 | 99,714 | — | — | 624,464 | 1,231,000 | 100,808 | — | 41.9 | 84,054 | 78,562 | 29,781 | 76,586 | 5,576 | 100 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 101.5 | 89.9 | 51.1 | 13 | 1 | 3 | 131 | 131 | 1,475,430 | 99,714 | — | — | 624,464 | 1,231,000 | 100,808 | — | 23.0 | 61,049 | 100,576 | 61,216 | 74,004 | 26,635 | 100 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 101.5 | 89.9 | 51.1 | 13 | 1 | 3 | 131 | 131 | 1,475,430 | 99,714 | — | — | 624,464 | 1,231,000 | 100,808 | — | 23.0 | 61,049 | 100,576 | 61,216 | 74,004 | 26,635 | 100 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 82.0 | 5.0 | 6.3 | 35 | 17 | 11 | 1,292 | 1,292 | 2,072,958 | — | — | — | 6,000,000 | 1,900,000 | 1,900,000 | — | 59.8 | 528,990 | 121,898 | 47,910 | 15,054 | 10,000 | 100 | 100 | 100 | 100 | |
| Sept. 30, 1874 | 82.0 | 5.0 | 6.3 | 35 | 17 | 11 | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|-------|------------|------|----|-----|-------------------------------|------------------|------------|-----------|-----------|-----------|--------|--------------------------|-----|
| 11.91 | 879,227.01 | 39 | 19 | 411 | Shina, Rome and Dalton | Ala. Ga. & Tenn. | 12,980,050 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 4.5 | 1,295,050 | 4.5 | 1 | 132 | Shenandoah Valley and Potomac | N.C. & Pa. | 1,295,050 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 8.0 | 2,622,461 | 8.0 | 1 | 133 | Shenandoah Valley and Potomac | N.C. & Pa. | 2,622,461 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 34.2 | 1,665,335 | 34.2 | 2 | 24 | Shenandoah and Allegheny | Del. & Md. | 1,665,335 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 1.6 | 1,291,000 | 1.6 | 1 | 24 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 15.9 | 1,291,000 | 15.9 | 1 | 158 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 7.1 | 1,291,000 | 7.1 | 1 | 386 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 41.1 | 1,291,000 | 41.1 | 1 | 79 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 30.0 | 1,291,000 | 30.0 | 1 | 680 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.9 | 1,291,000 | 11.9 | 1 | 117 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 13.5 | 1,291,000 | 13.5 | 1 | 117 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18.5 | 1,291,000 | 18.5 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 12.0 | 1,291,000 | 12.0 | 1 | 18 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 2.8 | 1,291,000 | 2.8 | 1 | 204 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 11.3 | 1,291,000 | 11.3 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.0 | 1,291,000 | 14.0 | 1 | 405 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.0 | 1,291,000 | 80.0 | 1 | 249 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 10.8 | 1,291,000 | 10.8 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 14.2 | 1,291,000 | 14.2 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 80.3 | 1,291,000 | 80.3 | 1 | 376 | Shenandoah and Allegheny | Del. & Md. | 1,291,000 | 1,665,400 | 8,759,650 | 9,250,000 | 237.61 | (No statement furnished) | 100 |
| 18 | | | | | | | | | | | | | |

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

| COMPANIES. | Amount of stock issued. | Rate. | Paid. | Div'ds | Market Price. |
|---|-------------------------|-------|-------|--------|---------------|
| RAILROAD STOCKS: | | | | | |
| Atlantic and Great Western, pref. | 10,000,000 | 7 | 7 | | |
| Atlantic, Mississippi and Ohio, pref. | 800,000 | 7 | 7 | | |
| Atlantic, Mississippi and Ohio, guar. | 276,200 | 7 | 7 | | |
| Atlantic and Pacific, preferred | 10,000,000 | 7 | 7 | | |
| Atlantic and St. Lawrence, * guar. | 3,994,900 | 4 | 4 | | |
| Baltimore and Ohio, * preferred | 3,552,500 | 6 | 5 | 103 | |
| Berkshire, * guaranteed | 600,000 | 7 | 7 | | |
| Blossburg and Corning, * guaranteed | 250,000 | 5 | 5 | | |
| Boston, Concord and Montreal, pref. | 800,000 | 6 | 6 | 78 | |
| Buffalo, New York and Erie, * guar. | 950,000 | 7 | 7 | | |
| Catawissa, * pref. and guar. | 1,159,500 | 7 | 7 | 50 | |
| Camden and Amboy, * guaranteed | 5,847,800 | 10 | 10 | 122 | |
| Camden and Atlantic, preferred | 338,469 | 7 | 7 | 106 | |
| Cayuga and Susquehanna, * guar. | 689,110 | 9 | 9 | | |
| Cedar Rapids and Missouri River, preferred and * guaranteed | 769,600 | 7 | 7 | | |
| Central of New Jersey, * guar. | 20,000,000 | 10 | 10 | 104 | |
| Central Ohio, * preferred | 411,550 | 6 | 6 | 80 | |
| Chemung, * guaranteed | 380,000 | 6 | 6 | | |
| Cheshire, preferred | 2,153,200 | 7 | 5 | 59 | |
| Chicago and Alton, * preferred | 2,425,400 | 10 | 10 | 103 | |
| Chicago, Iowa & Nebraska, * guar. | 3,916,300 | 8 | 10 | 105 | |
| Chicago and North-Western, pref. | 21,485,653 | 7 | 7 | 49 | |
| Cinc. and Cleveland, pref. | 429,000 | 6 | 6 | 66 | |
| Cleveland and Mahoning, * guar. | 2,059,200 | 7 | 7 | | |
| Cleveland and Pittsburgh, * guar. | 11,236,150 | 7 | 7 | 90 | |
| Cumberland Valley, 1st preferred | 241,900 | 8 | 8 | | |
| " 2d preferred | 243,000 | 8 | 8 | | |
| Dayton and Michigan, pref. & guar. | 922,400 | 8 | 8 | | |
| Delaware, * guaranteed | 1,330,950 | 6 | 6 | | |
| Detroit and Milwaukee pref. & guar. | 2,517,140 | 6 | 6 | | |
| Dubuque and Sioux City, * guar. | 5,000,000 | 3 | 63 | | |
| Dubuque South-Western, pref. | 500,315 | 8 | 8 | | |
| Eastern (N. H.), * guaranteed | 492,500 | 6 | 20 | | |
| Elmira, Jeff. and Canad. * guar. | 500,000 | 5 | 5 | | |
| Elmira & Williamsport, pref. & guar. | 500,000 | 7 | 7 | 80 | |
| " com. & guar. | 500,000 | 5 | 5 | | |
| Erie Railway, preferred | 8,536,910 | 7 | 7 | 35 | |
| Erie and Pittsburgh, * guar. | 2,000,000 | 7 | 7 | | |
| Evansville and Crawfordville, pref. | 100,000 | 7 | 7 | | |
| Hannibal and St. Joseph, pref. | 2,167,700 | 7 | 7 | 21 | |
| Harrisburg and Lancaster, * guar. | 1,182,550 | 7 | 7 | 104 | |
| Housatonic, preferred | 1,180,000 | 8 | 8 | 98 | |
| Huntington & Broad Top Mtn, pref. | 190,750 | 7 | 23 | | |
| Jeff. Mad. & Indianapolis, * guar. | 2,000,000 | 7 | 7 | | |
| Joliet and Chicago, * guar. | 1,500,000 | 7 | 7 | 98 | |
| Joliet and Northern Indiana, * guar. | 300,000 | 8 | 8 | | |
| Little Miami, Col. and Xenia, * guar. | 6,394,450 | 8 | 8 | | |
| Louisv., Cincinnati and Lex. pref. | 861,000 | 9 | 9 | | |
| Marietta and Cincinnati, 1st pref. | 5,101,650 | 6 | 9 | | |
| " 2d pref. | 4,436,250 | 6 | 8 | | |
| Mich. Southern, (Lake Shore) guar. | 533,500 | 10 | 10 | | |
| Mill Creek, * guaranteed | 323,375 | 10 | 10 | | |
| Milwaukee and St. Paul, preferred | 12,274,483 | 7 | 7 | 101 | |
| Mine Hill, * guaranteed | 3,856,450 | 8 | 8 | 108 | |
| Montclair, * guaranteed | 2,000,000 | 7 | 7 | | |
| Morris and Essex, * guar. | 15,000,000 | 7 | 7 | 102 | |
| Nequehoning Valley, * guar. | 2,000,000 | 10 | 10 | 108 | |
| Newark and New York, * guar. | 1,000,000 | 7 | 7 | | |
| Newcastle and Beaver Valley * guar. | 605,000 | 10 | 10 | 122 | |
| New Jersey, * guaranteed | 7,295,200 | 10 | 10 | 122 | |
| New London Northern, * guar. | 971,400 | 10 | 10 | 105 | |
| New York & Harlem, * pref. & guar. | 1,500,000 | 8 | 8 | 121 | |
| " com. & guar. | 8,500,000 | 8 | 8 | 130 | |
| Niagara Br. & Canandaigua, * guar. | 1,000,000 | 6 | 6 | | |
| North Eastern (S. C.), preferred | 105,000 | 8 | 8 | | |
| Northern New Jersey, * guar. | 1,000,000 | 8 | 8 | | |
| Norwich and Worcester, * guar. | 2,823,400 | 10 | 10 | 126 | |
| Ogdensburg & Lake Champlain, * guar. | 3,077,000 | 7 | 7 | 31 | |
| " pt. & guar. | 2,000,000 | 8 | 8 | 72 | |
| Ohio and Mississippi, preferred | 4,030,000 | 7 | 7 | 31 | |
| Oswego and Syracuse, * guar. | 1,144,400 | 9 | 9 | | |
| Panama, guaranteed | 7,000,000 | 12 | 12 | 128 | |
| Patterson and Hudson, * guar. | 630,000 | 8 | 8 | | |
| Pemberton and Hightstown, * guar. | 342,000 | 6 | 6 | | |
| Peoria and Bureau Valley, * guar. | 1,200,000 | 8 | 8 | | |
| Philadelphia and Erie, preferred | 2,400,000 | 12 | 12 | 196 | |
| Phila. Germantown & Norristown, * guar. | 2,231,900 | 12 | 12 | 110 | |
| Philadelphia and Reading, * pref. | 1,561,687 | 10 | 10 | 131 | |
| Philadelphia and Trenton, * guar. | 1,259,100 | 10 | 10 | 131 | |
| Pittsburg, Ft. Wayne & Chic., * guar. | 22,214,285 | 7 | 7 | 99 | |
| Pittsfield and North Adams, * guar. | 450,000 | 6 | 6 | 86 | |
| Portland, Saco & Portsmouth, * guar. | 1,500,000 | 10 | 10 | 75 | |
| Rochester & Genesee Valley, * guar. | 557,560 | 7 | 7 | 15 | |
| Rutland, * preferred and guaranteed | 4,300,000 | 7 | 7 | 20 | |
| St. Louis, Alton & Terre Haute, * guar. | 2,468,400 | 7 | 7 | 20 | |
| St. Louis, Jacksonv. & Ch. pt. & guar. | 1,054,100 | 7 | 7 | | |
| St. Louis, Kansas City & Nor., pref. | 12,000,000 | 5 | 5 | 29 | |
| Schenckkill Valley, * guaranteed | 576,000 | 5 | 5 | | |
| Shamokin V. & Pottsville, * guar. | 869,450 | 6 | 6 | | |
| Toledo, Poria & Warsaw, 1st pref. | 1,700,000 | 7 | 7 | | |
| " 2d pref. | 1,000,000 | 7 | 7 | | |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 7 | | |
| Warren, * guaranteed | 1,800,000 | 7 | 7 | 102 | |
| CANAL STOCKS: | | | | | |
| Delaware Division, * guar. | 1,633,350 | 8 | 8 | | |
| Delaware and Raritan, * guar. | 5,847,500 | 10 | 10 | | |
| Morris preferred ar. * guaranteed | 1,175,000 | 10 | 10 | 126 | |
| " com. & guar. | 1,086,000 | 4 | 4 | 52 | |
| Schenckkill Navigation preferred | 2,808,977 | 6 | 6 | 29 | |

WHOLESALE PRICE CURRENT.

| | |
|---|----------------------------------|
| IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val. | |
| Pig, Scotch—Coltness..... | per ton 23 @ — |
| Gartsherrrie..... | 32 50 @ 33 — |
| Summerlee..... | 31 50 @ 32 — |
| Carnbroe..... | — @ — |
| Langloan..... | — @ — |
| Glenarnock..... | 31 50 @ — |
| Eglinton..... | 29 @ 30 — |
| Pig, American, No. 1..... | 25 @ 25 50 |
| Pig, American, No. 2..... | 22 @ 23 50 |
| Pig, American, Forge..... | 50 @ 22 — |
| Bar, Refined, English and American..... | — @ — |
| Bar, Swedes, assorted sizes..... | (gold) @ 110 — |
| STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.) | |
| English, Cast, (2d and 1st quality)..... | per lb. — 14 @ — 17 |
| English Spring (2d and 1st quality)..... | — 6 @ — 7 |
| English Blister (2d and 1st quality)..... | — 9 @ — 14 |
| English Machinery..... | — 10 @ — 11 |
| English German (2d and 1st quality)..... | — 10 @ — 11 |
| American Blister..... | — @ — 9 |
| American, Cast, Tool..... | — @ — 16 |
| American, Cast Spring..... | — @ — 10 |
| American Machinery..... | — @ — 11 |
| American German Spring..... | — @ — 11 |
| NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. | |
| 10d. to 60d. Com. Fence & Sheath per keg. | 3 10 @ 3 25 |
| 8d. and 9d. "..... | 3 45 @ 3 50 |
| 6d. and 7d. "..... | 3 70 @ 3 75 |
| 4d. and 5d. "..... | 3 95 @ 4 — |
| 3d. and 4d. Light..... | 4 70 @ 4 75 |
| 3d. Fine..... | 5 45 @ 5 50 |
| 2d..... | 6 20 @ 6 40 |
| Cut Spikes, all sizes..... | 3 45 @ 3 50 |
| TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1-10 cents per pound. | |
| Bianca..... | (gold) per lb. — 24 @ — |
| Straita..... | (gold) — @ — 19 |
| English, L. & F..... | (gold) — 19 @ — |
| English, Refined..... | (gold) — 19 @ — 19 |
| Plates—Fair to good brands..... | Gold. |
| I. C. Charcoal..... | per box. 7 37 @ 7 75 |
| I. C. Coke..... | 6 50 @ 6 75 |
| Coke Terne..... | 6 12 @ 6 37 |
| Charcoal Terne..... | 7 @ 7 37 |
| PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon. | |
| Crude 40@48 gravity (in bulk)..... | — @ — 7 |
| Crude 40@47 gravity (in shipping order)..... | — @ — 11 |
| Refined, Standard White (in ship'g order)..... | — 14 @ — 14 |
| Refined, S. W. (in jobbing lots)..... | — @ — 15 |
| Refined, S. W. (in tin)..... | — 18 @ — 20 |
| Naptha, Refined (66@73 gravity)..... | — @ — 11 |
| Residuum.....(in shipping order) per gall. | — @ — 7 |
| COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val. | |
| Copper, New Sheathing, (over 12 oz.) per lb..... | — @ — 30 |
| Copper, Bolts..... | — @ — 31 |
| Copper, Braziers (over 16 oz.)..... | — @ — 31 |
| Copper, Nails..... | — 38 @ — 39 |
| Copper, Old Sheathing, &c., mixed lots..... | 19 @ — 21 |
| Copper, American Ingot Lake..... | 23 @ — 23 |
| Copper, English Pig..... | — @ — |
| Yellow Metal, New Sheathing & bronze..... | — @ — 21 |
| Yellow Metal, Bolts..... | — @ — 28 |
| Yellow Metal, Nails, Sheathing & Slatting..... | — @ — 21 |
| LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb. | |
| Spanish Ordinary.....(gold) per 100 lb. | 7 12 @ — |
| German Ordinary.....(gold) per 100 lb. | 7 12 @ — |
| English.....(gold)..... | @ 7 12 |
| Foreign Refined.....(gold)..... | @ — |
| Domestic.....(gold)..... | 5 50 @ 5 62 |
| COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, 75 cts. per ton of 28 bushels 80 lb. to the bushel. | |
| Liverpool Gas Cannel..... | 12 @ — |
| Liverpool House Cannel..... | 17 @ — |
| Anthracite (by cargo)..... | per ton of 2,000 lb. 5 25 @ 6 50 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 19
W. 13. Th. 14. F. 15. Sat. 16. M. 18. Tu. 19.

| | | | | | |
|---------------------------------|-----|-----|-----|-----|-----|
| Allegheny Val. 7 3-10s..... | 92 | 92 | 92 | 92 | 92 |
| 7s..... | 100 | 101 | 101 | 101 | 101 |
| Camden & Am. 6s, 1883..... | 100 | 101 | 101 | 101 | 101 |
| 6s, 1889..... | 101 | 101 | 101 | 101 | 101 |
| Mort. 6s, 1889..... | 106 | 106 | 106 | 106 | 106 |
| Camden and Atlantic..... | 51 | 51 | 51 | 51 | 51 |
| Preferred..... | 53 | 53 | 53 | 53 | 53 |
| 1-t mortgage..... | 100 | 100 | 100 | 100 | 100 |
| 2d mortgage..... | 103 | 103 | 103 | 103 | 103 |
| Catawissa..... | 45 | 45 | 45 | 45 | 45 |
| Preferred..... | 45 | 45 | 45 | 45 | 45 |
| New preferred..... | 45 | 45 | 45 | 45 | 45 |
| 7s, new..... | 103 | 103 | 103 | 103 | 103 |
| Elmira & Williamsport..... | 103 | 103 | 103 | 103 | 103 |
| Preferred..... | 103 | 103 | 103 | 103 | 103 |
| 7s..... | 103 | 103 | 103 | 103 | 103 |
| Hunt. & B. Top Mt..... | 11 | 11 | 11 | 11 | 11 |
| Preferred..... | 11 | 11 | 11 | 11 | 11 |
| 2d mortgage..... | 50 | 50 | 50 | 50 | 50 |
| Lehigh Navigation..... | 50 | 50 | 50 | 50 | 50 |
| 6s, 1877..... | 101 | 101 | 101 | 101 | 101 |
| 6s, 1884..... | 101 | 101 | 101 | 101 | 101 |
| Gold Loan..... | 104 | 104 | 104 | 104 | 104 |
| Railroad Loan..... | 102 | 102 | 102 | 102 | 102 |
| Conv. Gold Loan..... | 61 | 61 | 61 | 61 | 61 |
| Lehigh Valley..... | 61 | 61 | 61 | 61 | 61 |
| 6s, new, coupon..... | 62 | 62 | 62 | 62 | 62 |
| 6s, new, registered..... | 62 | 62 | 62 | 62 | 62 |
| 7s..... | 52 | 52 | 52 | 52 | 52 |
| Little Schuylkill..... | 52 | 52 | 52 | 52 | 52 |
| 7s..... | 54 | 54 | 54 | 54 | 54 |
| Minehill & Sch. Haven. 54..... | 54 | 54 | 54 | 54 | 54 |
| North Pennsylvania..... | 53 | 53 | 53 | 53 | 53 |
| 1st mortgage 6s..... | 104 | 104 | 104 | 104 | 104 |
| 2d mortgage 7s..... | 104 | 104 | 104 | 104 | 104 |
| Chattel 10s..... | 104 | 104 | 104 | 104 | 104 |
| Gen'l mort. 7s, coup..... | 104 | 104 | 104 | 104 | 104 |
| Northern Central..... | 28 | 28 | 28 | 28 | 28 |
| Oil Creek & Alleg. Riv. 10..... | 10 | 9 | 9 | 9 | 9 |
| 7s..... | 50 | 50 | 50 | 50 | 50 |
| Pennsylvania R. E..... | 50 | 50 | 50 | 50 | 50 |
| 1st mortgage..... | 104 | 104 | 104 | 104 | 104 |
| Gen'l mortgage..... | 101 | 101 | 101 | 101 | 101 |
| Gen'l mort. reg..... | 101 | 101 | 101 | 101 | 101 |
| Penn. State 6s, 2d series..... | 105 | 105 | 105 | 105 | 105 |
| Penn. State 6s, 3d series..... | 105 | 105 | 105 | 105 | 105 |
| Philadelphia City, 6s..... | 105 | 105 | 105 | 105 | 105 |
| 6s, new..... | 107 | 107 | 107 | 107 | 107 |
| Phila. and Reading..... | 55 | 55 | 55 | 55 | 55 |
| Debenture bonds..... | 81 | 81 | 81 | 81 | 81 |
| 7s, of 1883..... | 108 | 108 | 108 | 108 | 108 |
| 7s, new, convertible..... | 108 | 108 | 108 | 108 | 108 |
| Gen'l mortgage..... | 108 | 108 | 108 | 108 | 108 |
| Gen'l mortgage, reg..... | 108 | 108 | 108 | 108 | 108 |
| Philadelphia and Erie. 10..... | 19 | 19 | 19 | 19 | 19 |
| 1st mortgage, 6s..... | 19 | 19 | 19 | 19 | 19 |
| 2d mortgage, 7s..... | 19 | 19 | 19 | 19 | 19 |
| Schuylkill Navigation..... | 15 | 15 | 15 | 15 | 15 |
| Preferred..... | 15 | 15 | 15 | 15 | 15 |
| 6s, 1872..... | 95 | 95 | 95 | 95 | 95 |
| 6s, 1876..... | 81 | 81 | 81 | 81 | 81 |
| 6s, 1882..... | 81 | 81 | 81 | 81 | 81 |
| United Co. of N. Jersey 13..... | 132 | 132 | 132 | 132 | 132 |
| Hestonville, (Horse). 28..... | 28 | 28 | 28 | 28 | 28 |
| Chestnut & Wal. (do.)..... | 77 | 77 | 77 | 77 | 77 |
| Green and Coates (do.)..... | 77 | 77 | 77 | 77 | 77 |
| 2d and 3d streets (do.)..... | 77 | 77 | 77 | 77 | 77 |
| Spruce and Pine (do.)..... | 77 | 77 | 77 | 77 | 77 |
| 13th and 15th sts. (do.)..... | 34 | 34 | 34 | 34 | 34 |

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 20

Th.14.F.15.Sat.16.M.18.Tu.19.W.20.

| FEDERAL STOCKS: | | | | |
|---------------------------------|------|------|------|------|
| U. S. 5s, 10-40s, reg..... | 116½ | 117 | 116½ | 117 |
| U. S. 5s, 10-40s, coup..... | 117½ | 117 | 116½ | 117 |
| U. S. 5s, 1881, reg..... | 116½ | 117 | 117½ | 117½ |
| U. S. 5s, 1881, coup..... | 117½ | 117½ | 117½ | 117½ |
| U. S. 6s, 1881, reg..... | 121 | 121½ | 121½ | 122 |
| U. S. 6s, 1881, coup..... | 123½ | 123½ | 123½ | 122½ |
| U. S. 6s, 5-20s, reg. 1862..... | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1862..... | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. 1864..... | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1864..... | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. 1865..... | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. 1865..... | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, r. n. 1865 119 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, c. n. 1865 119 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. 1867..... | 120 | 120 | 120 | 120 |
| U. S. 6s, 5-20s, c. 1867..... | 120 | 120 | 120 | 120 |
| U. S. 6s, 5-20s, reg. 1868..... | 121 | 121 | 121 | 121 |
| U. S. 6s, 5-20s, c. 1868..... | 121 | 121 | 121 | 121 |
| U. S. 6s, Pac. R.R. issue..... | 122½ | 122½ | 122½ | 122½ |

—Closing Prices.—

| | Oct. 1. | Sept. 24. |
|---|-----------------|-----------------|
| Atlantic & Gt. W. 1st mort. \$1,000.. | 27 - 29 | 27 - 29 |
| Do. 2d mort. \$1,000..... | 12 14 | 12 14 |
| Do. 3d mort. \$1,000..... | 5 6 | 5 6 |
| Atlantic, Miss. & Ohio Consol. mort. | 35 - 45 | 45 - 47 |
| Central of New Jersey Consol. mort. | 95 - 96 | 95 - 96 |
| Central Pacific of California 1st mort. | 95 - 97 | 93 - 95 |
| Do (C. & O. div.) 1st mt. gd. bds. | 88 - 90 | 87 - 89 |
| Detroit & Milwaukee 1st mort. bonds | 35 - 45 | 35 - 45 |
| Do. 2d do. | 35 - 45 | 35 - 45 |
| Eric shares, \$100..... | 14 1/2 - 15 1/2 | 15 - 15 1/2 |
| Do. Preference Shares..... | 29 - 31 | 30 - 32 |
| Do. 7 Convertible Gold Bonds..... | 42 - 44 | 43 - 45 |
| Galveston and Harrisburg 1st mort. | 65 - 75 | 65 - 75 |
| Illinois Central \$100 shares..... | 86 - 88 | 86 - 88 |
| Lehigh Valley Consol. mortgage..... | 88 1/2 - 89 1/2 | 88 1/2 - 89 |
| Marietta and Cincinnati Railway..... | 99 - 101 | 99 - 101 |
| Mo., Kan. & Tex. 1st M. G. B. Eng. | 42 - 46 | 42 - 46 |
| N. Y. Cent. & Hud. Riv. Mt. bonds. | 106 - 107 | 106 - 107 |
| Do. 1st mortgage..... | 91 - 92 | 91 - 93 |
| Pennsylvania, \$50 shares..... | 44 1/2 - 45 1/2 | 44 1/2 - 45 1/2 |
| Do. 1st mortgage..... | | |
| Philadelphia and Reading \$50 shs. | 49 - 50 1/2 | 50 1/2 - 51 |
| Pittsbg. Ft. W. & Chic. Equip. bds. 101 - | 102 | 101 - 102 |
| Union Pacific Land Grant 1st mort. | 87 - 89 | 87 - 89 |
| Do. do. do. 2d do. | 92 - 94 | 92 - 99 |

Actual Sale Prices for the week ending Oct. 20.

American Railroad Journal

Saturday, October 23, 1875.

Financial and Commercial Affairs.

Money has been in fairly active request for speculative and mercantile use during the week, with call loans ruling steady within the range of 2@4, and very choice to prime discounts at 5@7 per cent per annum. The demand for aid in most instances has been quite readily met on the basis of current rates, both at bank and through private channels. The movement of currency to the interior has been liberal, as required by the increased volume of produce—Cotton, Breadstuffs, and Provisions—being forwarded to the seaboard. The Cotton trade is particularly animated; and the exports from the shipping ports are also extensive. The City banks have been further losers of reserve. The U. S. Sub Treasury reported a decrease in its currency balance, with a further hand some gain in that of coin. The City Banks reduced their reserve of legal tender notes \$3,861,400, and their deposit item \$1,457,300, and their specie average \$312,200. They report an increase of \$2,356,100 in the loans and discounts, and a decrease of \$39,600 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$54,273,071 against \$55,280,171, the preceding week; and a coin hoard of \$40,144,275, against \$37,898,420, on the previous return. The City bank exchanges in currency during the week were \$415,965,826, or a daily average of \$69,327,637. The customs revenue of the port, during the week, was \$2,097,000. The City banks reported their average of gold last week at \$6,389,200, and their greenback average

at \$56,495,400. Their deposits stood at \$228,698,800. The loan item was \$284,529,700. The circulation was \$17,852,400.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of only \$5,709,900.

The aggregate of the outstanding U. S. currency, of all denominations, October 1, was \$415,274,897. The outstanding amount of legal tender notes is \$373,941,124. The National bank circulation is now \$346,813,776, including \$2,640,000 of national gold bank notes.

The specie shipments from San Francisco, January 1, to October 7th, were \$33,846,116, against \$22,187,823 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$6,940,000; special deposit of legal tenders for the redemption of certificates of deposit, \$62,660,000; Coin, \$69,250,000; Coin certificates \$12,780,000.

The week's import entries of Foreign Merchandise at New York, were \$6,293,220, and included of dry goods \$1,917,028.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 35 millions; and from Customs, 52½ millions.

The Gold speculation has been somewhat stronger and more animated. The customs call has been fair. The export movement has been moderate. The extremes of the price during the week have been 116¼@117½, closing on Wednesday at 116½ as against 116, on Wednesday of the preceding week. The specie outflow last week was \$608,798 against \$453,900 the previous week. The imports of specie at this port since Jan. 1, have been \$10,227,296, against \$5,161,791 same time last year. The customs demand for Gold last week averaged \$349,500 per day. For Foreign Exchange has been moderately dealt in at irregular rates, closing weak. Bankers' sixty day bills - on London closed on Wednesday at \$4 76 @ \$4 77; sight bills on London at \$4 80 @ \$4 82½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,460,834. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,293,220, against \$6,602,070 same week last year.

Government bonds have been of ready sale at the ruling prices. The demand from investment sources has been good. Some inquiry has also been noted for bonds for shipment. The offerings have been light, in most instances. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation is \$368,857,212.

U. S. sixes of 1881 closed on Wednesday of this week at 123@123¼; U. S. Five-Twenties of 1864, at 119@119¼; U. S. Five-Twenties of 1865 119¾@120; U. S. Five-Twenties of 1865, consolidated, 119½@119¾; U. S. Five-Twenties of 1867, 120½@120¾; U. S. Five-Twenties of 1868, 121½@121¾; U. S. Ten-forties at 117@117¼; U. S. Fives of 1881, (Funding Loan) 117¾@117½; Six per cent. currency Sixes, 123¾@124½.

State and Railway bonds have been moderately sought after, with the more substantial loans

quoted steadier toward the close. Some investment purchases of considerable magnitude have been reported. And in the line of Railway and Miscellaneous share property, there has been rather more movement with a generally stronger range of values quoted toward the close.

General business has been quite brisk in the line of the principal kinds of domestic produce, prices of which, however, closed less firmly, under more liberal offering, particularly in the instances of Cotton and Breadstuffs. Foreign merchandise has been moderately sought after, but at variable figures. The Metal trade has been comparatively slow and unsatisfactory. Eglinton Pig Iron quoted here at \$29@30; Glengarnock, \$32@33; Coltness, \$33; No. 1 American Pig at \$25@26; No. 2 do. at \$23@24 50; Forge, \$20@22 50; English Rails at \$47 50@50, gold; American Rails, at works, \$46@50; Old Rails, \$25@26. Wrought Scrap, \$30@32 50. Ocean freights have been more active with room on berth and charter for Grain, Cotton and Petroleum quoted steadier toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indianapolis, Bloomington and Western R. R. 1st mort., 28; New York Central R. R. 6s, sub., 102; Lehigh and Wilkesbarre 7s, consol., 95¾; Milwaukee and St. Paul 2d mort., 89; Boston and New York Air Line 1st mort., 101½; Rensselaer and Saratoga R. R., 115; Dubuque and Sioux City R. R., 63; Rome, Watertown and Ogdensburg R. R., 50; Maryland Coal, 16¼; South Carolina 6s, new, non-fund., 5; Tennessee 6s, new, 47; do. 6s, old, 49; do. 6s, n. s., 46½; N. Y. State 7s, B. L., reg., 107; Alabama 5s, 1883, 33; Connecticut 6s, 108; Missouri 6s, long bonds, 102; do. 6s, 1876, 101½; do. 6s, Asylum bonds, 101¾; do. 6s, fund. 1894-5, 101¾; do. 6s, (H. and St. J. issue) 1886 and 1887, 101¼; Brooklyn 6s, W. L., 104½. The latest quotations are: Pacific Mail, 39@39½; Western Union Telegraph, 75¾@75½; Atlantic and Pacific Tel., 19@20; Quicksilver Mining, 18@18½; do. pref., 22½@23; Mariposa Land and Mining, 8½@10; do. pref., 9½@11; Adams Exp., 100¾@101½; American Exp., 57@58; U. S. Express, 44½@45; Wells-Fargo Express, 78@79; Chicago and Alton, 94½@95½; Cleveland and Pittsburg guar., 90½@90¾; Chicago and Northwestern, 35¾@36; do. pref., —@50; Chicago Rock Island and Pacific 103¼@103½; Chicago, Milwaukee and St. Paul, 33¼@33¾; do. pref., 61¼@62; Cleveland, Columbus, Cincinnati and Indianapolis, 49@50; Columbus, Chicago and Indiana Central, 3¾@3¾; Delaware, Lackawanna and Western, 118¾@118¾; Erie, 153¾@15½; Hannibal and St. Joseph, 17¾@18½; do. pref., 21@22½; Lake Shore and Michigan Southern, 56¼@55¾; Michigan Central, 57¾@57¾; New York and Harlem, 130@131½; N. Y. Central and Hudson River, 102¾@103; Central of New Jersey, 104@104¾; Ohio and Miss., 16¼@16¾; Panama 128@133; Toledo, Wabash and Western, 5½@5¾; Pacific R. R. of Missouri, 12¾@13; Union Pacific, 68½@69; do. 1st mort., 102½@102¾; do. 7s, land grant, 98¾@98¾; do. sinking fund 8s, 89@89¼; Central Pacific 6s, gold, 106¼@106¾.

Boston.—New Bedford R. R., 116¼; Manchester and Lawrence R. R., 181; Rutland R. R., 3¾;

do. pref., 15; do. scrip Nos. 6&7 37; Connecticut and Passumpsic Rivers R. R. 45; Eastern (N. H.) R., R., 20; Agricultural Branch R. R., 27; Summit Branch, 36¾; Connecticut River R. R., 131; Sioux City and Pacific R. R. pref., 40; Omaha and Southwestern R. R. 8s, 90; Eastern R. R. 7s, (notes) 67; Old Colony R. R. 6s, 1895, 102¾; do. 7s, 1894, 111; do. 7s, 1877, 101¾; Boston and Albany 7s, 1894, 111¾; Lowell and Andover 6s, 1894, 99¼; Atchison, Topeka and Santa Fe 7s, 1878, 68; do. Income 12s, 94¾; Mansfield and Framingham 1st mort. 8s, 1885, 95½; Boston and Maine 7s, 1894, 110¼; Portsmouth, Gt. Falls and Conway 7s, 1892, 60; Detroit and Bay City R. R. 8s, 94¼; Vermont Central 2d mort., 4¼; Jackson, Lansing and Saginaw 8s, 1891, 83; Cheshire 6s, 1880, 99¾; Missouri River, Ft. Scott and Gulf 10s, 54½; Boston Land, Co., 6; Waverly Land, 25c; Quincy R. R. Bridge, 105; Essex Land Co., 137½; Boston Water Power 7s, 51; Providence 5s, 1900, gold, 104; Boston 5s, 1895, gold, 111; do. 1883, gold, 109¼; do. 6s, 1894, 107½; do. 6s, 1880, 101¾; Chicago 7s, 104; Charlestown 6s, 104½; do. 5s, 1883, 100; Cambridge 5s, gold, 104¾; do. 6s, 1893, 105; Cleveland 7s, 1877, 102¼; Cook Co., Ill., 7s, 103½; Cincinnati 7 3 10s, 1902, 102½; Fall River 5s, 1894, 102; Toledo 6s, 1876@1878, 101¾; Allouez Mining Co., 13; National, 2; Ridge 6½.

Philadelphia.—Nesquehoning Valley R. R., 54; Philadelphia, Germantown and Norristown R. R., 98; Schuylkill Nav. 6s, 1895, 79; West Jersey R. R. 7s, 103; Wilmington and Reading 1st mort. 7s, 45; North Pennsylvania Gen'l mort. 7s, reg., 104½; Lehigh Valley 6s, consol., 99¼; Ithaca and Athens 7s, 101; Pittsburg, Cin. and St. Louis 7s, 75; Schuylkill Nav. 7s, Boat Loan, 95¾; Connecting R. R. 6s, 95; Huntingdon and Broad Top Mt. R. R. 7s, consol., 52; Belvidere Delaware R. R. 2d mort., 95½; Western Pennsylvania R. R. 6s, 78; Northern Pacific R. R. 7 30s, 16½; Philadelphia and Reading C. and I. debent. bonds, 83; Fifth and Sixth Streets R. R., 60½; Westchester R. R. pref., 57¼. The latest quotations are: City 6s, 105@105½; do. free of tax, 108@108¼; Pennsylvania State 6s, 2d series, 105@106; do. 3d series, 112@113; Philadelphia and Reading, 55¾@58; do. Gen'l mort. 7s, coup., 108½@109½; do. reg., 108½@109½; do. mort. 6s, 1880, 104@106; do. 7s, new conv., 108¼@109; do. 7s, 1893, 106@107; United New Jersey R. R. and Canal Co., 132@132½; Camden and Amboy mort. 6s, 1889, 106@107; Pennsylvania R. R., 50¼@50¾; do. 1st mort., 103½@104¾; do. general mort. coupon, 101@101½; do. reg., 101@101½; Little Schuylkill R. R., 51@52; Morris Canal, 52—; do. pref., 127—; do. 6s, 100—; Susq. Canal, 7@—; do. 6s, 76@77½; Schuylkill Nav., 7¾@—; do. pref., 14¾@15; do. 6s, 1882, 81½@82; do. 1872, 94¾@95; do. 6s, Imp., 92½; Elmira and Williamsport pref., 39@41; do. 7s, 102½@103¼; do. 5s, 60@63; Lehigh Coal and Navigation, 50¾@50½; do. 6s, 1884, 101@101½; do. R. R. Loan, 102@102½; do. Gold Loan, 103¼@104; North Pennsylvania, 53@53½; do. 6s, 104¼@104¾; do. 7s, 108½@—; do. Chattle 10s, —@—; do. Gen'l mort. 7s, 104¼@104½; Philadelphia and Erie, 18½@18¾; do. 6s, 96@98; do. 7s, 85¼@86; Minehill, 54@54¼; Catawissa, 17½@18½; do. pref., 44½@46; do. new pref., 43½@43½; do.

7s, 1900, 104½@—; Lehigh Valley, 62@62½; do. 6s, new coupon, 104½@—; do. reg., 105@106; do. 7s, 108¾@109¼; do. 6s, consol. mort., 99@99½; Fifth and Sixth streets (horse), 60½@62; Second and Third, 75@77; Thirteenth and Fifteenth, 33¾@34; Spruce and Pine, 32@32¾; Green and Coates, 56@56¾; Chestnut and Walnut, 91@92; Hestonville, 28½@28¾; German-town, 56@56.

Baltimore.—Maryland Defense 6s, 110¾; Virginia Black scrip, 18½; Cincinnati 7-30s, 104½; Atlantic Coal, 2.50; Virginia and Tennessee 8s, 74¼; do. 2d mort., 72; Parkersburg Branch, 71½. The latest quotations are: Wilmington and Weldon 7s, 97@100; Wilmington, Columbia and Augusta 7s, 50@60; Richmond and Danville 1st mort., 70@72; Pittsburg and Connellville 7s, 1898, 99¼@99¾; Baltimore and Ohio, 177¼@190; do. 6s, 1880, 104@108; do., 1885, 104@108; Washington Branch, 110@125; Northern Central, 27@28; do. 6s, 1877, 100@105; do. 6s, 1885, 100@101½; do. 6s, 1900, 94@97; do. 6s, 1900, gold, 96¾@97; N. W. Va. 3d mort. 1885, 100@105; Marietta and Cincinnati 1st mort. 7s, 1892, 106½@107; do. 2d mort. 7s, 98@98½; do., 3d mort. 8s, 78@79; Central Ohio, 41½@42; do. 1st mort., 98½@99; Western Maryland, 5½@6½; do. 1st mort. 6s, 1890, 86@90; do. 1st mort. guar., 103@106; do. 2d mort. guar., 103@106; do. 3d mort. guar., 103½@106; do. 2d mort. pref., 85@91; do. 2d mort., guar. by Washington Co., 95@100; Virginia and Tennessee 2d mort. 6s, 72@72½; do. 3d mort. 8s, 74½@76; Orange and Alexandria 1st mort. 6s, 82@89; do. 2d mort. 6s, 71@75; do. 3d mort. 8s, 69@72; do. 4th mort. 8s, 56½@57; Orange, Alex. and Manassas 7s, 79@79¾; Baltimore 6s, 1875, 105@105; do. 1884, 105@106; do. 1886, 105@106; do. 1890, 105¾@106¼; do. 1900, 105@106; do. 1902, 105@106; do. 6s, exempt, 108@110; do. 5s, 88@100; Memphis City 6s, 25@38; Maryland Defense 6s, 1883, 109¾@110½; do. 6s, 1890, 104½@—; do. 6s, exempt, 110@110¾; do. 5s, 88@100; Virginia coupon 6s, old, 40@44; do. new, 40@44; do. consol. 6s, 63¾@64; Virginia coupons, 89½@90; West Virginia def. certif., 9@9½; City Passenger R. R., 27@28; George's Creek Coal, 130@145; Atlantic Coal, 2.40@2.50; Am. Gas Coal, 20@30; Santa Clara Mining Co., 6½@7; Canton Co., 40@50.

Chesapeake and Ohio Railroad.

At Richmond, Va., on the 16th inst., counsel representing \$23,000,000 of the securities of the Chesapeake and Ohio Railroad applied to Judge Bond for the removal of Mr. Tyson and the appointment of Gen. Wickham as receiver. Judge Bond delivered an opinion, in which he said if the court were to acquiesce in the petition of the creditors before it, and, construing it to ask for the appointment of a temporary receiver merely, were to appoint Mr. Wickham, as they do not represent all the mortgage creditors, nor a majority of them, there is no certainty that other creditors for a large amount might not to-morrow ask for the few remaining days that some person of their choice might hold the position of temporary receiver. In the meantime the court had no hesitation in saying to the petitioners that Mr. Wickham was not at all objectionable to the court, but on the contrary is, so far as the court could judge,

both from the present proceedings and from personal acquaintance, a very proper person to be put in charge of the road, and that if the case stands at the hearing on the 22d as it is presented to the court now, it will give the court pleasure to comply with the request of the creditors for his appointment as receiver.

Great Feat in Steel Rail Making.

The Milwaukee Wisconsin says that the remarkable feat of making 1,010 steel rails in 24 hours was recently accomplished in the steel rail mill of the North Chicago Rolling Mill Company, and then adds:

Rolling began on the afternoon of Friday, the 8th inst., at 3:35, and at 4:07 Saturday morning being ten hours and thirty two minutes, 504 rails had been rolled. The day turn began at 5:07 Saturday morning, and finished its work of 506 rails at 3:23 Saturday afternoon, being ten hours and six minutes. From this time is to be deducted thirty four minutes during which the engine and rolls were stopped for oiling, leaving twenty hours and four minutes for the rolling of 1,010 rails, being an average of one minute and twelve seconds on each rail. The rails rolled weighed sixty pounds to the yard, standard length thirty feet, and were for the Chicago, Rock Island and Pacific Railroad. The total weight of product being 268 1900 2240 tons. The percentage of second class rails was one half of one per cent. The work was done by eight furnaces and twenty inch train of fifteen pass rolls, and is the best work ever made "west of the Allegheny," or anywhere else. The Bessemer works of the company have also achieved some remarkable results. From 5:56 A. M. on Friday, the 8th, to 5:11 A. M. on Saturday, the 9th, sixty two heats of steel were blown yielding 324 gross tons of ingots. For the week ending Saturday, the 9th, these works made 253 heats, the product being 1,317 gross tons of steel ingots.

The Baltimore and Ohio Railroad company have declared a dividend of five per cent on the capital stock of the main line, payable November 1. No dividend was declared on the stock of the Washington Branch.

The workmen in the locomotive department of the Mason Machine Works at Taunton, Mass., recently discharged, have been recalled, orders having been received to fill which was required a full force throughout the works.

Notice to Contractors.

THE COMPLETION OF THE FOURTH AVENUE Improvement gives us a large and valuable surplus of Stock, Machinery and Tools, which we propose to sell in the next twenty days at Panic Prices.

THE LIST INCLUDES:

Sixty Large Work Horses,
Sixty Broad Tire Dirt Carts,
Sixty Sets Cart Harness,
Twenty Sets Double Work Harness,
Fifteen Stone & Earth Wagons,
One City Furniture Truck,
One Hundred Side Dump Dirt Cars of three feet two inches gauge,
Five Burleigh Rock Drills,
Six full sets Blacksmith Tools,*
Steam Boilers from six to sixteen Horse Power,
One Number Four Centrifugal Pump and Engine,
One Ryder Engine, eight Horse Power,
One Deck Hoisting Engine, with two seven and a half inch Cylinders,
One Number Four Clayton's Air Compressor,
Twenty Derricks full rigged with either Hand, Horse or Steam Power,
Two Tons, four and a half inch, by a half inch, Railroad Spikes,
And a large variety of miscellaneous smaller tools, common to Railroad Work.

DILLON, CLYDE & CO.,
68 East 49th Street, New York.

Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Hatch & Foote, BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

INVENTORS. If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case. Our fee will be in ordinary cases, \$25. Advice free. Address LOUIS BAGGER & CO., Washington, D. C. Send Postal Card for our "GUIDE FOR OBTAINING PATENTS," a book of 50 pages.

West Wisconsin Railway.

THE COMMITTEE APPOINTED AT THE GENERAL meeting of the first mortgage seven per cent land grant bondholders, held at Cannon Street Hotel, London, on the 15th of September, give notice that a circular by the committee, explanatory of the position of the company's affairs and the course the committee recommend, may be obtained on application at the offices of Messrs. Naylor, Benzon & Co., No. 34 Old Broad street, London, E. C., or Messrs. Naylor & Co., 99 and 101 John street, New York, or it will be sent by post to such bondholders as furnish them with their addresses. By order of the committee.

J. F. TAFE.

Offices of Messrs. Naylor, Benzon & Co., 34 Old Broad street, London, E. C.; Messrs. Naylor & Co., 99 and 101 John street, New York.

PHILADELPHIA AND READING RAILROAD COMPANY,
OFFICE No. 227 SOUTH 4TH ST.,
PHILADELPHIA, Sept. 29, 1875.

DIVIDEND NOTICE.

THE TRANSFER BOOKS OF THIS COMPANY will be closed on TUESDAY, Oct. 5, and reopened on MONDAY, Oct. 18, 1875. A quarterly dividend of Two and a Half Per Cent. has been declared on the preferred and common stock, clear of all taxes, payable in cash on and after the 29th of October next to the holders thereof as they shall stand registered on the books of the company at the close of business on the 5th of October.

All dividends payable at this office, where blank powers of attorney can be obtained.

Stockholders from A to L will collect at Desk No. 1, and those from M to Z at Desk No. 2.

S. BRADFORD, Treasurer.

The Fitchburg Railroad Company has determined that the present line through Ashburnham is not favorable for doing a first class through business, and has decided to adopt the route which swings off from the present track about a mile and a half below Ashburnham Junction, and enters Gardner by an easy curve, thus making a direct line and avoiding the reverse.

The great railway in Egypt, from Cairo to Khartoum, is progressing rapidly, and it is proposed to extend it westward to Darfur. Plans have been prepared for a line from Khartoum to the frontier of Abyssinia.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

| Years ending. | Length track equiv. single. | Horses and Drivers. | Carrs. | COMPANIES. | Cost of Road and Equipment. | Share Capital. | Indebtedness. | | Earnings. | | Dividends on paid Capital. | Value of Shares. | | | |
|---------------|-----------------------------|---------------------|--------|-------------------------------------|-----------------------------|----------------|---------------|----------------|-----------|---------|----------------------------|------------------|--------|---------|--|
| | | | | | | | Bonded Debt. | Floating Debt. | Gross. | Net. | | Par. | Paid. | Market. | |
| Sept. 30, '74 | 9.50 | 122 | 43 | Albany.....N.Y. | \$201,244 | \$200,000 | \$0,000 | \$- | \$110,953 | \$5,070 | P. c. | \$100 | \$100 | \$- | |
| Sept. 30, '74 | 1.04 | | | Albany st. Freight (B'ton).Mass. | 49,288 | 75,000 | | | 5,238 | 4,138 | | 100 | 100 | | |
| Sept. 30, '74 | 25.00 | 469 | 87 | Atlantic Avenue (Bklyn).N. Y. | 762,670 | 680,000 | 655,000 | 14,407 | 295,046 | 63,201 | | 100 | 100 | | |
| Sept. 30, '74 | 11.83 | 367 | 55 | Avenue C (N. Y. City).N.Y. | 1,600,000 | 500,000 | 900,000 | 200,000 | 297,301 | 49,702 | | 100 | 100 | | |
| Sept. 30, '74 | 9.25 | 707 | 103 | Baltimore City (Balt.).Md. | 1,000,000 | 1,000,000 | | | | | 3 | 25 | 25 | | |
| Sept. 30, '74 | 24.00 | 432 | 60 | Bleeker st. & F.F. (N.Y.C.).N.Y. | 1,801,674 | 900,000 | 694,000 | 51,540 | 259,640 | 46,457 | | 100 | 100 | | |
| Sept. 30, '74 | 5.82 | | | Boston and Chelsea.....Mass. | 110,000 | 110,000 | | | 8,800 | 7,478 | 6.8 | 100 | 100 | | |
| Sept. 30, '74 | 13.87 | 297 | 58 | Broadway (Brooklyn).N. Y. | 469,284 | 200,000 | 200,000 | 47,531 | 311,548 | 32,599 | 12 | 100 | 100 | | |
| Sept. 30, '74 | 16.25 | 1200 | 148 | B'dway & 7th Av.(N.Y.C.).N.Y. | 3,900,100 | 2,100,000 | 1,500,000 | 230,000 | 980,392 | 287,962 | 6 | 100 | 100 | | |
| Sept. 30, '74 | 7.55 | 4 | 32 | Brooklyn, Bath & Coney L.N.Y. | 245,048 | 190,000 | 80,000 | | 56,957 | 24,616 | | 100 | 100 | | |
| Sept. 30, '74 | 81.50 | 2091 | 429 | Brooklyn City.....N.Y. | 2,430,000 | 2,000,000 | 300,000 | 70,000 | 1,514,444 | 313,016 | 14 | 10 | 10 | | |
| Sept. 30, '74 | 18.50 | 264 | 74 | Brooklyn City & Newtown.N.Y. | 513,273 | 300,000 | 400,000 | 32,353 | 197,186 | 96,122 | | 100 | 100 | | |
| Sept. 30, '74 | 19.83 | 301 | 64 | Brooklyn, Cross-Town.....N.Y. | 717,872 | 395,000 | 300,000 | 2,300 | 174,928 | 32,566 | | 100 | 100 | | |
| Sept. 30, '74 | 10.50 | 402 | 80 | Buffalo East Side.....N.Y. | 166,389 | 28,000 | | | 139,323 | 132,551 | 103,572 | | 100 | 100 | |
| Sept. 30, '74 | 17.62 | 380 | 92 | Buffalo street.....N.Y. | 628,252 | 100,000 | 431,000 | 147,403 | 287,587 | 107,922 | 10 | 100 | 100 | | |
| Sept. 30, '74 | 11.00 | 157 | 31 | Bushwick (Brooklyn).N.Y. | 400,650 | 302,000 | 102,000 | 2,065 | 77,023 | 6,919 | | 100 | 100 | | |
| Sept. 30, '74 | 29.31 | | | Cambridge (Boston).....Mass. | 800,500 | 800,500 | 150,000 | | 75,045 | 75,045 | 9 | 100 | 100 | | |
| Sept. 30, '74 | 24.00 | 1026 | 142 | Gen. P. & E.R. (N.Y.C.).N.Y. | 2,011,292 | 1,676,700 | 1,200,000 | 11,111 | 731,709 | 103,128 | 4 | 100 | 100 | | |
| Oct. 31, '74 | 9.11 | 330 | 48 | Citizens' (Phila.).Pa. | 234,475 | 192,750 | | | 363,451 | 103,068 | 44 | 50 | 191 | | |
| Oct. 31, '74 | 9.07 | 212 | 36 | Citizens' (Pittsburg).Pa. | 179,877 | 184,000 | 50,000 | 4,900 | 192,301 | 39,976 | 21 1/2 | 50 | 46 | | |
| Sept. 30, '74 | 15.05 | 240 | 24 | Coney Island & Brooklyn.N.Y. | 1,167,759 | 600,000 | 307,000 | 37,845 | 225,020 | 71,312 | | 100 | 100 | | |
| Sept. 30, '74 | 11.23 | 1010 | 134 | Dry Dock, E.B. & B. (N.Y.C.).N.Y. | 1,125,493 | 1,200,000 | 915,500 | | 901,750 | 260,595 | 8 | 100 | 100 | | |
| Oct. 31, '74 | 1.65 | 10 | 3 | Easton and St. Easton.....Pa. | 29,562 | 29,562 | | | 8,000 | 1,801 | 7 | 25 | 25 | | |
| Sept. 30, '74 | 10.90 | 1106 | 132 | Eighth Avenue (N.Y. City).N.Y. | 1,782,903 | 1,000,000 | 203,000 | 95,000 | 822,459 | 135,940 | 12 | 100 | 100 | | |
| Oct. 31, '74 | 7.75 | 61 | 24 | Empire (Philadelphia).Penna. | 106,000 | | 200,000 | | 139,836 | 12,460 | | 50 | | | |
| Oct. 31, '74 | 5.69 | 540 | 72 | Federal St. & Pl. Val. (Pbg.).Pa. | 149,311 | 77,825 | 75,000 | | 48,209 | 9,719 | 25 | 25 | | | |
| Sept. 30, '74 | 10.26 | 401 | 61 | 42d st. & Gr'd st. F. (N.Y.C.).N.Y. | 1,054,679 | 748,000 | 236,000 | 51,111 | 346,778 | 48,224 | 9 | 100 | 100 | | |
| Oct. 31, '74 | 17.37 | 261 | 5 | Frankford & Southwark (Ph.).Pa. | 851,309 | 500,000 | 300,000 | | 422,618 | 92,311 | 10 | 50 | 50 | | |
| Sept. 30, '74 | 4.00 | 26 | 5 | Genesee & Water St. (Syr.).N.Y. | 67,970 | 42,500 | 19,000 | | 24,538 | 7,931 | | 100 | 100 | | |
| Oct. 31, '74 | 34.03 | 367 | 63 | Germantown (Phila.).Pa. | 601,719 | 309,556 | 350,000 | | 406,111 | 98,312 | 6 | 50 | 31 | | |
| Sept. 30, '74 | 8.00 | 200 | 40 | Gr'd st. & Newtown (Bk'n).N.Y. | 314,968 | 170,000 | 90,000 | 19,492 | 91,891 | 10,159 | | 100 | 100 | | |
| Sept. 30, '74 | 8.00 | 200 | 40 | Gr'd St. Prosp. Pk. & Flatb. N.Y. | 455,716 | 200,000 | 200,000 | 90,861 | 143,338 | 53,834 | | 100 | 100 | | |
| Oct. 31, '74 | 7.23 | 200 | 42 | Green and Coates st. (Phila.).Pa. | 256,701 | 150,000 | 100,000 | | 179,333 | 79,313 | 4 | 50 | 50 | | |
| Sept. 30, '74 | 11.95 | 171 | 24 | Harlem Br. & M'or. & F'dham. N.Y. | 297,190 | 229,100 | 133,000 | | | | | 100 | 100 | | |
| Sept. 30, '74 | 11.68 | 398 | 60 | Hous., W. st. & P'avia Fy. N.Y. | 700,000 | 238,750 | 473,500 | | | | | 100 | 100 | | |
| Oct. 31, '74 | 11.34 | 351 | 63 | Hest., Mark. & F'mount (Ph.).Pa. | 402,379 | 300,000 | 100,000 | 4,817 | 307,331 | 83,911 | 10 | 50 | 50 | | |
| Sept. 30, '74 | 6.50 | 292 | 32 | Highland (Boston).Mass. | 432,087 | 200,000 | 74,000 | 233,217 | 195,067 | 33,056 | 9 | 100 | 100 | | |
| Sept. 30, '74 | 10.50 | 120 | 32 | Jamaica, Wood'n & Bklyn.N.Y. | 100,000 | 100,000 | | | 25,495 | 2,078 | | 100 | 100 | | |
| Sept. 30, '74 | 3.86 | 33 | 9 | Kingston and Rondout.....N.Y. | 91,707 | 75,000 | | 6,000 | 21,755 | 1,089 | | 100 | 100 | | |
| Oct. 31, '74 | 5.32 | 123 | 21 | Lombard and South st. (Ph.).Pa. | 179,816 | 150,000 | 60,000 | | 101,319 | 39,412 | 10 | 25 | 124 | | |
| Sept. 30, '74 | 4.87 | 48 | 12 | Lowell Horse.....Mass. | 97,309 | 93,100 | | 4,500 | 29,317 | 243 | | 100 | 100 | | |
| Sept. 30, '74 | 12.62 | 241 | 37 | Lynn and Boston.....Mass. | 291,296 | 200,000 | 36,500 | 57,609 | 168,905 | 14,317 | | 100 | 100 | | |
| Sept. 30, '74 | 3.46 | | | Medford & Charleat. (B'tn).Mass. | 33,414 | 21,000 | | | 800 | 780 | 3 | 100 | 100 | | |
| Sept. 30, '74 | 5.30 | 1396 | 236 | Merrimac Valley.....Mass. | 80,390 | 50,000 | | | 36,063 | 2,571 | | 100 | 100 | | |
| Sept. 30, '74 | 49.24 | 312 | 63 | Metropolitan (Boston).Mass. | 2,621,613 | 1,500,000 | 187,000 | 884,196 | 1,093,888 | 150,802 | 8 1/2 | 100 | 100 | | |
| Sept. 30, '74 | 15.97 | 312 | 63 | Middlesex (Boston).Mass. | 684,831 | 400,000 | 226,000 | 235,518 | 252,795 | 63,293 | | 100 | 100 | | |
| Sept. 30, '74 | 3.82 | 35 | 8 | New Bedford & Fairhaven.Mass. | 99,830 | 50,000 | | 29,230 | 24,193 | 1,973 | | 100 | 100 | | |
| Sept. 30, '74 | 6.37 | 3 | 7 | Newburyport & Amesbury.Mass. | 48,854 | 37,250 | | 9,734 | 1,351 | 686 | | 100 | 100 | | |
| Sept. 30, '74 | 4.00 | 2 | 16 | New York Elevated.....N.Y. | 1,500,000 | 798,300 | | 108,321 | 51,047 | 2,072 | | 100 | 100 | | |
| Spt. 30, '74 | 7.50 | 47 | 9 | New Wmsburg & Flatbush.N.Y. | 600,000 | 300,000 | 300,000 | 9,297 | 74,480 | 10,010 | | 100 | 100 | | |
| Sept. 30, '74 | 6.10 | 240 | 30 | Ninth Avenue (N. Y. City).N.Y. | 999,422 | 797,320 | 207,000 | 19,708 | 104,794 | 10,422 | | 100 | 100 | | |
| Sept. 30, '74 | 3.20 | 13 | 3 | Northampton.....Mass. | 50,125 | 50,000 | | | 7,955 | 6,812 | Loss. | | 100 | 100 | |
| Sept. 30, '74 | 11.24 | 154 | 36 | North 2d St. & Middle Vil. N.Y. | 223,163 | 134,600 | 25,000 | 66,967 | 81,239 | 2,074 | | 100 | 100 | | |
| Sept. 30, '74 | 2.69 | 8 | 3 | North Woburn (Boston).Mass. | 32,622 | 21,000 | 5,000 | 500 | 5,125 | 194 | | 100 | 100 | | |
| Dec. 31, '74 | 11.71 | 212 | 46 | Orange and Newark.....N.J. | 1,041,157 | 290,300 | 700,000 | 28,000 | 214,267 | 11,888 | | 100 | 100 | | |
| Sept. 30, '74 | 14.40 | 160 | 40 | Park Avenue (Brooklyn).N.Y. | 398,191 | 200,000 | 200,000 | 113,373 | 118,962 | 30,754 | 22 | 50 | 23 | | |
| Oct. 31, '74 | 21.26 | 613 | 112 | Philadelphia City (C. & W.).Pa. | 759,138 | 475,000 | 200,000 | 74,136 | 443,738 | 110,908 | 8 | 20 | 23 | | |
| Oct. 31, '74 | 6.13 | 17 | 17 | Philadelphia and Darby.....Pa. | 321,058 | 200,000 | 100,000 | | 128,327 | 24,000 | 8 | 20 | 20 | | |
| Oct. 31, '74 | 12.87 | 144 | 22 | Philadelphia & Gray's Ferry.Pa. | 299,127 | 290,200 | 6,500 | 22,600 | 128,327 | 29,715 | 10 | 50 | 25 | | |
| Oct. 31, '74 | 8.75 | 128 | 20 | Pbg., Allegheny & Manchest.Pa. | 278,031 | 300,000 | 100,000 | | 165,336 | 43,491 | 6 | 50 | 50 | | |
| Oct. 31, '74 | 6.50 | 144 | 20 | Pittsburg and Birmingham.Pa. | 143,437 | 150,000 | 18,000 | 26,984 | 73,813 | 5,465 | | 100 | 100 | | |
| Oct. 31, '74 | 10.00 | 132 | 22 | Pbg. Oakland & E. Liberty. Pa. | 167,290 | 150,000 | 43,000 | 23,587 | 49,790 | | | 100 | 100 | | |
| Sept. 30, '74 | 5.00 | 52 | 12 | Poughkeepsie City.....N.Y. | 131,581 | 70,705 | 27,000 | 39,300 | 67,411 | 40,586 | | 100 | 100 | | |
| Oct. 31, '74 | 13.70 | 280 | 44 | Ridge Avenue (Ph.).Pa. | 415,810 | 420,000 | 55,430 | | 248,262 | 45,415 | 6 | 50 | 23 | | |
| Sept. 30, '74 | 13.50 | 131 | 29 | Rochester and Brighton.....N.Y. | 226,391 | 105,000 | 100,000 | 28,000 | | | | 100 | 100 | | |
| Sept. 30, '74 | 7.73 | 62 | 23 | Salem street.....Mass. | 207,197 | 150,000 | 35,900 | 1,800 | 150 | 138 | | 100 | 100 | | |
| Oct. 31, '74 | 4.02 | 50 | 13 | Schenckly River (Phila.).Pa. | 47,463 | 50,000 | | | | | 10 | 50 | 50 | | |
| Sept. 30, '74 | 21.00 | 1043 | 142 | Second Avenue (N.Y. City).N.Y. | 2,550,917 | 1,199,500 | 1,317,000 | 74,484 | 705,673 | 127,561 | 8 | 50 | 50 | | |
| Oct. 31, '74 | 4.50 | 900 | 115 | 2d and 3d street (Phila.).Pa. | 814,250 | 671,578 | 199,300 | | 582,027 | 254,881 | 17 1/2 | 50 | 31 1/2 | | |
| Oct. 31, '74 | 7.50 | 294 | 38 | 17th and 19th street (Phila.).Pa. | 204,974 | 160,000 | 55,000 | 6,597 | 241,051 | 70,166 | 12 1/2 | 50 | 16 | | |
| Sept. 30, '74 | 8.37 | 946 | 112 | Sixth Avenue (N.Y. City).N.Y. | 2,257,199 | 750,000 | 415,000 | 780,000 | 780,440 | 112,403 | 10 | 100 | 100 | | |
| Sept. 30, '74 | 4.03 | 340 | 60 | Somerville Horse (Boston).Mass. | 95,000 | 95,000 | | | 5,880 | 5,880 | 6 | 100 | 100 | | |
| Sept. 30, '74 | 8.31 | 340 | 60 | South Boston.....Mass. | 450,000 | 450,000 | | | 318,242 | 43,643 | | | | | |

Official List of Patents Issued by the United States Patent Office.

[FOR THE WEEK ENDING OCTOBER 15, 1875.]

MECHANICAL AND RAILROAD.

- 168,077. Boiler feeders, V. D. Anderson, Springfield, Ohio.
 168,090. Shearing metal, J. Hahn, Pittsburg, Pa.
 168,102. Steam engine, E. V. Oefele, Munchen, Germany.
 168,117. Portable engine, J. Uhr, Erie, Pa.
 168,119. Ejectors, G. Westinghouse, Pittsburg, Pa.
 168,165. Governors for engines, J. W. Mathieson, Brooklyn, N. Y.
 168,172. Car starters, F. Murgatrogd, St. Joseph, Mo.
 168,184. Rotary engines, H. Riley, Petrolia, Pa.
 168,190. Car couplings, L. Sidley, Ratapo, N. Y.
 168,197. Car couplings, S. Eustick, Phila., Pa.
 168,215. Valve gears, H. J. Bearns, New York.
 168,263. Manufacture of iron, A. C. Lewis, Brooklyn, N. Y.
 168,299. Spark arresters, W. G. Buskirk, Fishkill, N. Y.

MINING.

- 168,116. Gold washers and separators, B. Tyson, Washington, D. C.
 168,244. Ore stamps, W. C. Ferguson, St. Louis, Mo.

SHEET METAL.

- 168,090. Machine for shearing metal, J. Hahn, Pittsburg, Pa.
 168,100. Sheet metal tubes, J. C. Milligan, South Orange, N. J.

Rockford, Rock Island and St. Louis R. R.

A special from Davenport gives the particulars of a conference between H. Osterberg, who recently bought the Rockford, Rock Island and St. Louis Railroad for the German bondholders, and prominent capitalists of the Davenport, Rock Island and Missouri line, in regard to the formation of a local company to run the road. Articles of incorporation have been drawn up and over 1,000 shares taken. It is expected that the full amount of the stock of \$1,000,000 will be taken there. The company will be formed with a capital of \$3,000,000, ten per cent payable at once. This amount to go toward paying the bondholders for purchasing the road at the foreclosure sale; five per cent more to be paid on the first day of each of the months of March, July and November, 1876, and thereafter five per cent semi-annually until May 1, 1884.

Boston and New York Air Line Railroad.

Five hundred \$1 000 first mortgage bonds of the Boston and New York Air Line Railroad Company have been added to the Stock Exchange list. The bonds were issued August 1, 1875, in accordance with a resolution of the stockholders, passed July 23, 1875, at a special meeting called for that purpose. They bear interest at the rate of seven per cent, payable Aug. 1 and Feb. 1, and the principal Aug. 1, 1895, in New York, coupons, and numbered from 1 to 500 inclusive. Under the mortgage, the company may redeem the bonds at any time by giving six months' notice and paying a premium of five per cent. The bonds will be known as Boston and New York Air Line first mortgage bonds. The company is the outcome of a reorganization of the New Haven, Middletown and Willimantic Railroad Company, and the length of the road is fifty-two miles. The

other securities of the company are \$3,000,000 preferred and \$1,000,000 common stock.

Messrs. James Hogan & Co., of Ashland, Mass., have entered into a contract with the directors of the Western or Vermont division of the Portland and Ogdensburg Railroad for the completion of the road from Johnson, Vt., to Lake Champlain, a distance of over 40 miles. Work under this contract will be commenced immediately, and the road ready for the rolling stock by the 1st of July, 1876.

The stockholders of the Cumberland and Pennsylvania Railroad have elected the following directors: Allan Campbell, William Whitewright, William H. Neilson, Adam Norrie and Lloyd Aspinwall.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

M. Brigham, J. H. Butts, Ag't,
KINGSTON, N. Y. 95 LIBERTY ST., N. Y.

DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.
 For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

THE JAMES CEMENT CO.

Manufacture a superior quality of ROSENDALE CEMENT, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

J. B. JAMES, President.

W. G. JAMES, Treasurer.

41 Dey Street, New York.

LAWRENCEVILLE CEMENT COMPANY.

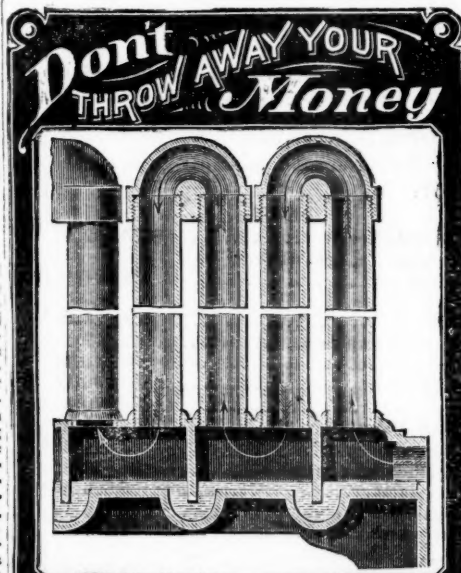
ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

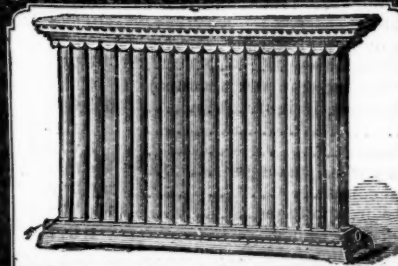
WM. N. BEACH, Pres't,

96 Wall Street, New York.



BY USING INFERIOR HEATING APPARATUS.

A MASS OF IRON, COLD, OR AT BEST BUT PARTIALLY WARM IS THE RESULT OF BAD CIRCULATION IN MOST STEAM RADIATORS.



The above cuts represent the sectional and outside views of CARR'S STEAM RADIATOR which has a positive circulation HEATS UP AT ONCE the air being immediately expelled on the admission of steam.

FOR PRICE LISTS, DESCRIPTIONS ETC. SEND TO M. CARR, 43 COURTLAND ST. N.Y.

ESTABLISHED 1857.

C. EDWARD HECHT, LEHICTON PAINT WORKS, EASTON, PA. LEADS, ZINCS, COLORS, VARNISHES, DRYERS and PAINTS, "Always Ready" Mixed. ALL COLORS BY THE GALLON.

For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,
of every description, and for all purposes. Made by

RICHARD H. ROGERS,

Die Sinker and Letter Cutter,

No. 50 Fulton Street, New York.

Name Punches, Alphabets, Figures, and every variety
of Steel Stamp Work for

RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail
promptly answered.

THE PHENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF
CURVED, STRAIGHT AND HIPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.

DECK BEAMS, CHANNEL, ANGLE AND T BARS

curved to template, largely used in the construction of
Iron Vessels.

Patent Wrought Iron Columns,

Weldless Eye Bars,

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.

Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVES, President.

ESTABLISHED, 1821.

THOS. T. TASKER, Jr., STEPHEN P. M. TASKER.

MORRIS, TASKER & CO.

PASCAL IRON WORKS,
PHILADELPHIA.

TASKER IRON WORKS,
NEW CASTLE, DELAWARE.

Office FIFTH and TASKER Streets, Philadelphia.

Office and Warehouse, No. 15 GOLD St., New York.

Office and Warehouse, No. 36 OLIVER St., Boston.

Manufacturers of Wrought Iron Welded Tubes, plain,
galvanized and rubber coated, for gas, steam and water.

Lap-Welded Charcoal Iron Boiler Tubes.

Oil Well Tubing and Casing.

Gas and Steam Fittings, Brass Valves and Cocks.

Gas and Steam Fitters' Tools.

Cast Iron Gas and Water Pipe.

Street Lamp Posts and Lanterns.

Improved Coal Gas Apparatus.

Improved Sugar Machinery, &c.

We would call special attention to our
Patent Vulcanized Rubber-coated
Tube.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.

MANUFACTURERS OF
HAMMERED AND ROLLED

CAST STEEL

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Poe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-
net, Knife, and Pistol. *made to Order.*

JAS. R. THOMPSON,

J. B. GAUTHIER,
D. C. GAUTHIER,

B. ILLINGSWORTH,
H. DICKINSON.

BROOKS LOCOMOTIVE WORKS, DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for Every Class of
Railway Service.

M. L. HINMAN,
Secretary and Treasurer.

H. C. BROOKS,
President and Superintendent.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,
HAVING large facilities, and having had a long experi-
ence in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF

RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS.
SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,
Agent and Treasurer.
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**HARRISBURG
Car Manufacturing Co.,**

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of

RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CAST-
INGS, BRIDGE RODS, BOLTS,

AND
RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

RIEHLE BROS.,
North Ninth above Master St., Phila.
New York Store, 93 Liberty Street,
Pittsburg Store, 285 Liberty St.
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track
Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

BALL'S PATENT TELESCOPE JACK.



Belting, Packing Hose, Rubber Springs, Car Trim-
mings, Steam Pumps.

ALBERT BRIDGES,
MANUFACTURER AND DEALER IN
Railway and Mining Supplies and Machinery,
No. 46 CORTLANDT STREET,
P. O. Box, 2843. **NEW YORK.**

CAST-STEEL WORKS OF

**FRIED. KRUPP,
ESSEN, GERMANY.**

**TIRES, AXLES, WHEELS, &c.
SPRING, TOOL & ROLL STEEL.**

Represented by
THOS. PROSSER & SON,
15 Gold St., New York.

PHILIP S. MILLER. **LENOX SMITH.**
AMERICAN AND FOREIGN
STEEL & IRON RAILS,
Locomotives, Cars & Machinery,
STREET RAILS,
Railway Fastenings, etc.
MILLER & SMITH,
43 Exchange Place, N. Y.
The Pickson Manufacturing Co. of Scranton,

Commerce of New York.

The foreign imports at New York for the month of September, 1875, are officially stated as follows:

| | 1874. | 1875. |
|-------------------------|--------------|--------------|
| Entered for consumpt'n. | \$16,461,723 | \$11,962,598 |
| Do. for warehousing.... | 6,537,649 | 5,251,758 |
| Free goods..... | 7,343,719 | 6,059,501 |
| Specie and bullion..... | 1,027,992 | 1,236,182 |

| | | |
|--------------------------|--------------|--------------|
| Total entered at port... | \$31,371,083 | \$24,510,040 |
| Withdrawn fr. wareh'ouse | 10,969,413 | 10,347,320 |

The foreign imports at New York for nine months from January 1, were:

| | 1874. | 1875. |
|-------------------------|---------------|---------------|
| Entered for consumpt'n. | \$138,116,499 | \$118,511,584 |
| Do. for warehousing.... | 89,983,542 | 77,048,936 |
| Free goods..... | 83,056,936 | 69,897,922 |
| Specie and bullion..... | 5,037,889 | 9,957,618 |

| | | |
|--------------------------|---------------|---------------|
| Total entered at port... | \$316,194,866 | \$275,416,060 |
| Withdrawn fr. wareh'ouse | 84,840,254 | 77,078,890 |

The following is a classification of imports for nine months ending September 30:

| | 1874. | 1875. |
|-----------------------|--------------|--------------|
| Dry goods..... | \$89,492,332 | \$85,349,404 |
| General merchandise.. | 221,664,645 | 180,109,038 |
| Specie..... | 5,037,889 | 9,957,618 |

Total.....\$316,194,866 \$275,416,060

The duties received at New York for nine months ending September 30, were:

| | 1874. | 1875. |
|----------------|-----------------|----------------|
| January..... | \$10,042,084 05 | \$8,072,846 12 |
| February..... | 10,186,365 08 | 11,811,046 95 |
| March..... | 10,793,792 81 | 10,323,619 75 |
| April..... | 9,596,770 71 | 9,603,087 82 |
| May..... | 8,369,597 45 | 7,474,171 61 |
| June..... | 7,899,243 17 | 6,656,462 06 |
| July..... | 9,654,569 49 | 9,273,546 61 |
| August..... | 11,802,593 20 | 11,417,505 51 |
| September..... | 11,400,273 11 | 10,163,829 28 |

Total.....\$89,745,289 07 \$84,796,115 74

The exports from New York to foreign ports in the month of September, were:

| | 1874. | 1875. |
|-------------------------|--------------|--------------|
| Domestic produce..... | \$21,203,301 | \$18,974,565 |
| Foreign free goods..... | 123,540 | 43,502 |
| Do. dutiable..... | 363,873 | 445,027 |
| Specie and bullion..... | 2,222,533 | 1,295,904 |

| | | |
|--------------------------|--------------|--------------|
| Total exports..... | \$23,913,247 | \$20,758,998 |
| Do. exclusive of specie. | 21,690,714 | 19,463,094 |

The exports from New York to foreign ports for nine months from January 1, were:

| | 1874. | 1875. |
|-------------------------|---------------|---------------|
| Domestic produce..... | \$209,263,000 | \$179,560,771 |
| Foreign free goods..... | 1,622,654 | 1,545,298 |
| Do. dutiable..... | 5,275,906 | 4,575,411 |
| Specie and bullion..... | 42,661,234 | 61,586,204 |

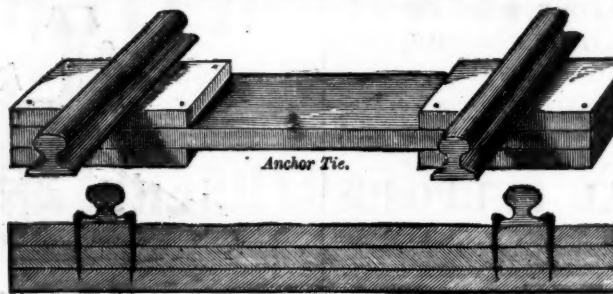
| | | |
|--------------------------|---------------|---------------|
| Total exports..... | \$258,822,794 | \$247,267,684 |
| Do. exclusive of specie. | 216,161,560 | 185,681,480 |

The contract between the Dominion government and Mr. McGrevy, for building the North Shore Railway, provides that the contractor receives \$27,000 cash per mile. The former company is dissolved. Steel rails are to be laid, and the road to be in running order in two years. It is stipulated that \$200,000 will be paid at once for work.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

TRIPLER RAILROAD CROSS TIE COMPANY,
235 SOUTH THIRD STREET, PHILADELPHIA, PA.

These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

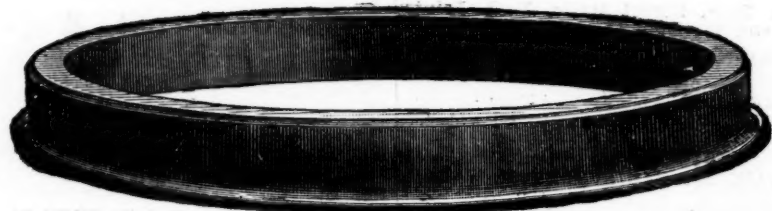
The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection.

For further particulars, testimonials, &c., apply to

A. B. TRIPLER, Agent, 235 S. Third Street.

N. B.—Those Roads wishing to adopt this Tie, situated at a distance from the factory, the T. R. R. C. T. Co. are prepared to put up work as near as possible to the line of the road, thus saving the cost of transportation.

CAMMELL'S CAST STEEL.

ROLLED AT JERSEY CITY

W. BAILEY LANG & CO.

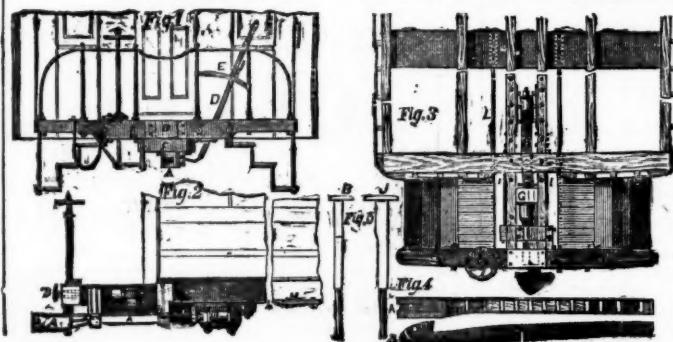
**New York
AND
Boston.**

CORYDON WINCH,

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

MILLER'S TRUSSED PLATFORMS,

**COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
PASSENGER CARS.**

OFFICE,
**6 PARK PLACE,
NEW YORK.**

Send for Illustrated Pamphlet,
and call and see working Models.
E. MILLER, Patentee.